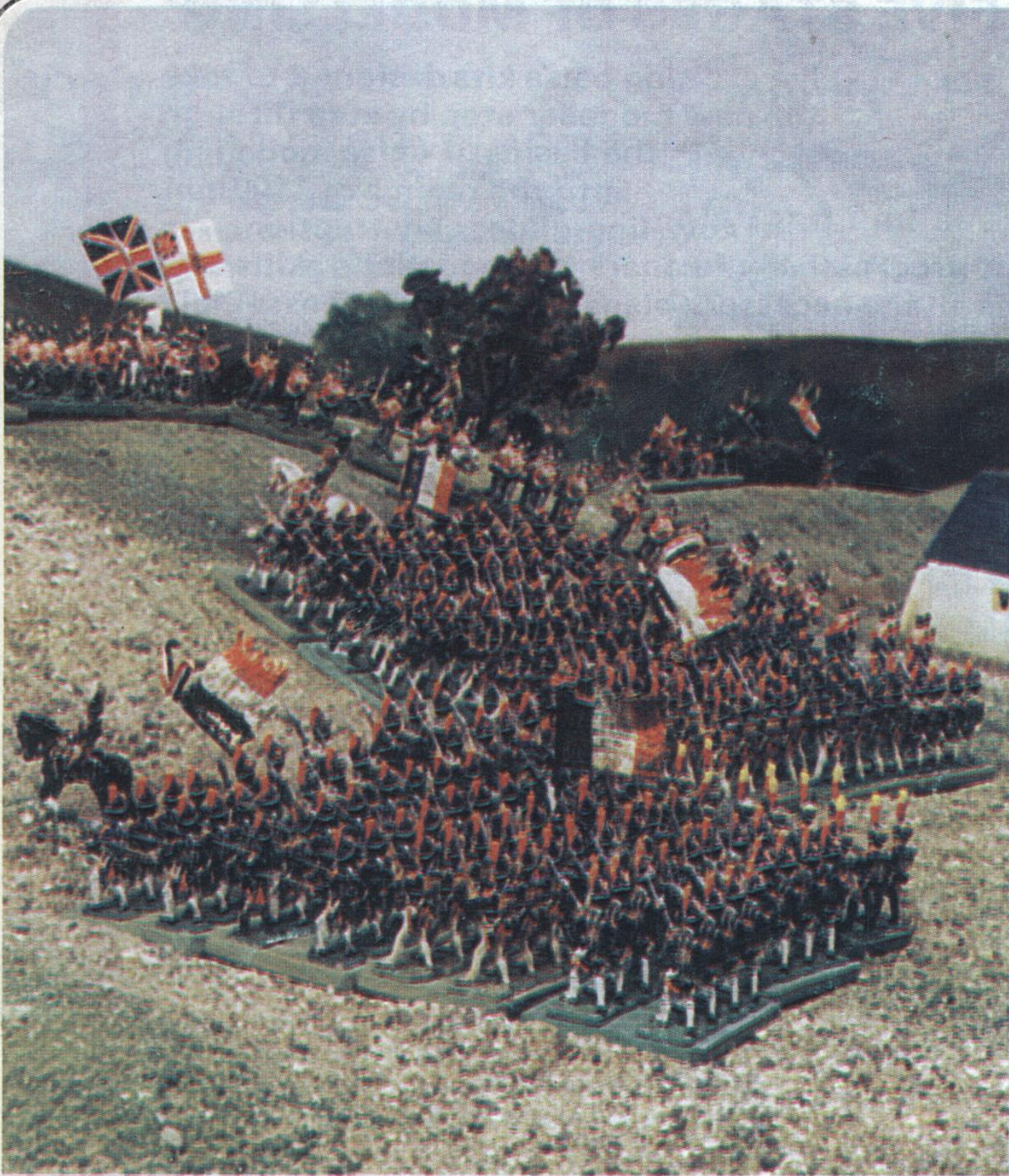


February 1978

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On the cover

Top left Scene from a recreation of the Battle of Waterloo staged by Peter Gilder depicting the last advance of the French Imperial Guard. This photograph, taken by Philip O. Stearns, also appears on the front cover of our editor's new book *Napoleon's Campaigns in Miniature*, reviewed here last month. **Top right and bottom** Two of the superb models on show at Northern Militaire last November, photographed by Brian Monaghan. The large-scale mounted Samurai warrior was modelled by Mr John Curran of Salford almost entirely out of Plasticine. A feature on John's methods will be appearing in these pages shortly. Max Richards' scratch-built Scammell tank transporter in 1:35 scale is an old favourite, but this is the first time we've managed to get a good photograph.

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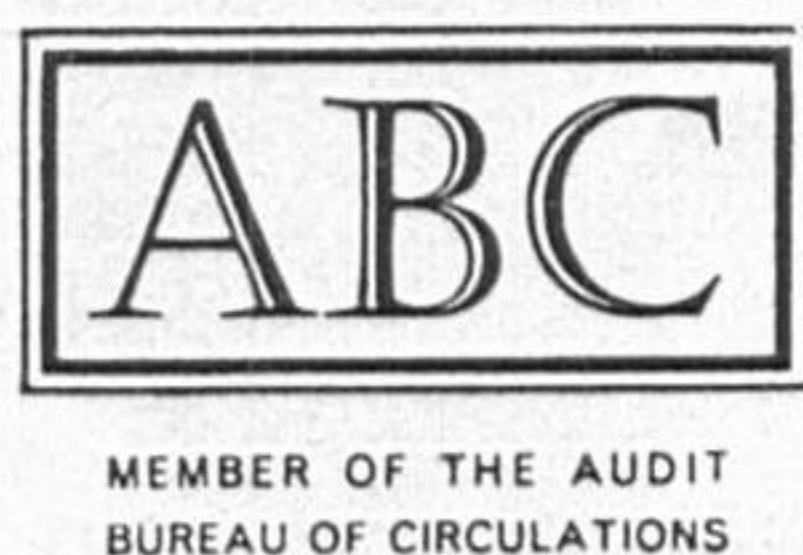
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Air War simulates modern air combat with the full detail and complexity the subject merits. Each aircraft has different performances at different altitudes and speeds. Thus, an aircraft in Air War might be deadly at low speeds or altitude but turn into a pig when high and fast — as in real life. The key performance of an aircraft includes its ability to climb, dive, turn (both horizontally and vertically), accelerate, perform manoeuvres, increase its energy level, absorb damage and much more. Air War features complete rules for the whole spectrum of modern air combat. Included are sections on: electronic counter-measures, infra-red counter-measures, radar detectors, heat emission detectors, radar search, visual search (it's the ones that you don't see that get you), surface-to-air missiles (many types), anti-aircraft guns (ranging from radar-controlled 100 mm pieces to single machine guns), bombing (using "iron bombs", "smart" bombs, bomblets, napalm, white phosphorus, rockets and all sorts of nasty stuff), air-to-surface missiles (including anti-radiation missiles that home in on radar), chaff, clouds, the effect of the sun, and ground level altitude. These are, of course, only the more esoteric aspects of the rules and more basic elements of air combat are also covered in detail.

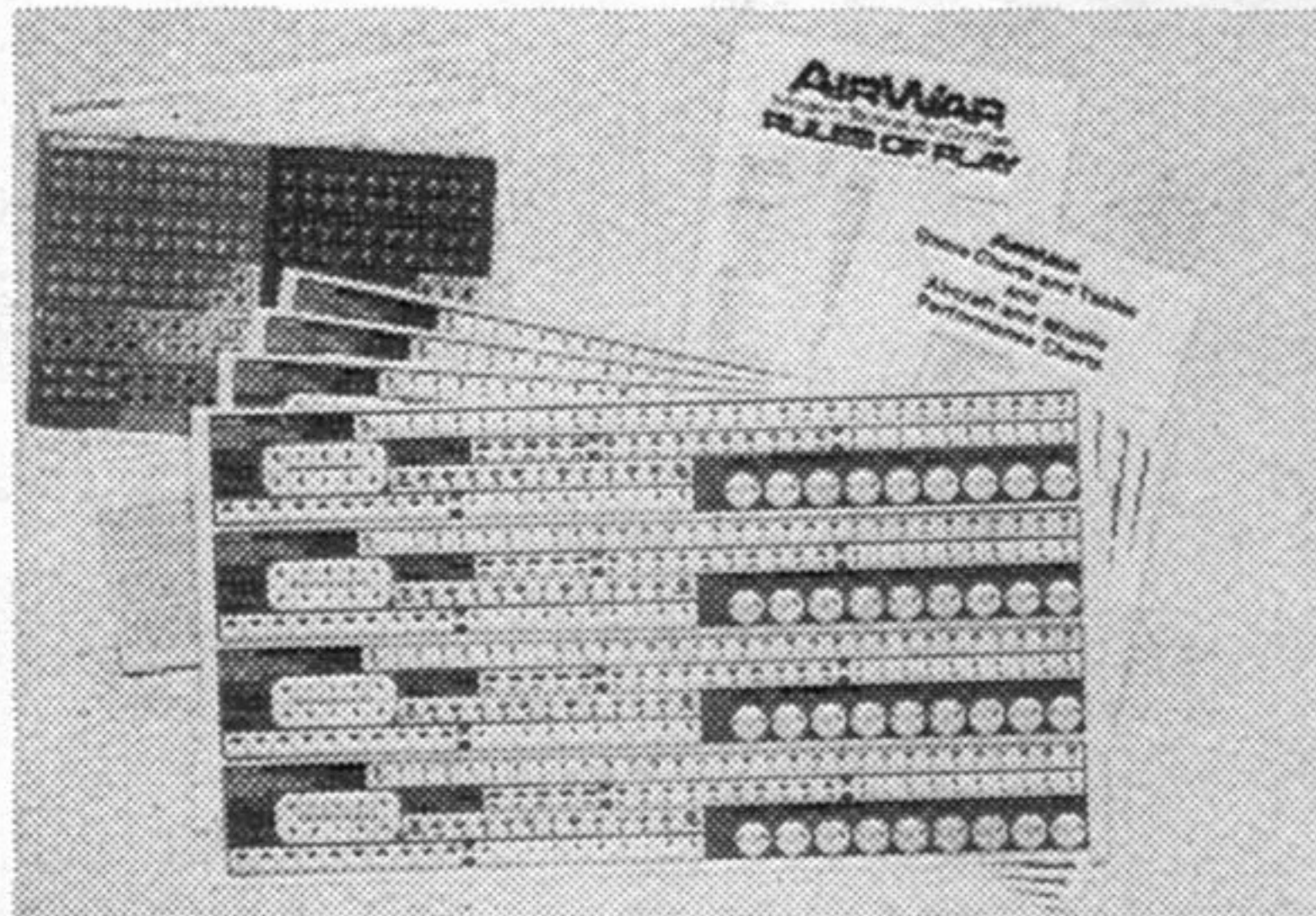
Scenarios range from Korea to Vietnam, India-Pakistan, the Middle East and many future scenarios, including, for science-fiction fans, such things as ufos.

Air War includes twenty-five of the most significant aircraft to emerge since 1952. These include the MiG-15 (inhabitant of "MiG Alley", 25,000 feet over the barren rocks of Korea); the F-86 Sabre (doing battle over Korea, the Formosa Straits, India and Pakistan); the F-4 Phantom in all its models (D, C, E, J, K and M). The modern Soviet air arm is completely represented; the manoeuvrable MiG-21 (early and late models); the swing-wing MiG 23 air superiority and MiG-27 attack plane; the mysterious MiG-29 dogfighter; the Su-7 ground attack aircraft (get one of these in your sights and you've made your day); the powerful Su-19 fighter-bomber; the Tu-26 Backfire Bomber; and the ever-popular MiG-25 Foxbat, which appears in three different versions. From the U.S.A. there is the B-1 Bomber; the F-105 "Thud" of Vietnam fame; the F-5E fighter; the A-7 and A-4 attack aircraft, as used by the U.S. and many foreign air forces; and the complete new generation of modern U.S. Fighters — F-14 Tomcat; F-15 Eagle; F-16 and F-18 Hornet. From France, we have the Mystere and Ouragan Fighters of the '50's which saw much action both in the Mid-East and Asia, along with the Mirage, in its IIIC, IIIE and V versions. Modern European aircraft include the Jaguar strike aircraft and the new MRCA Tornado. And from Israel, with the Kfir fighter.

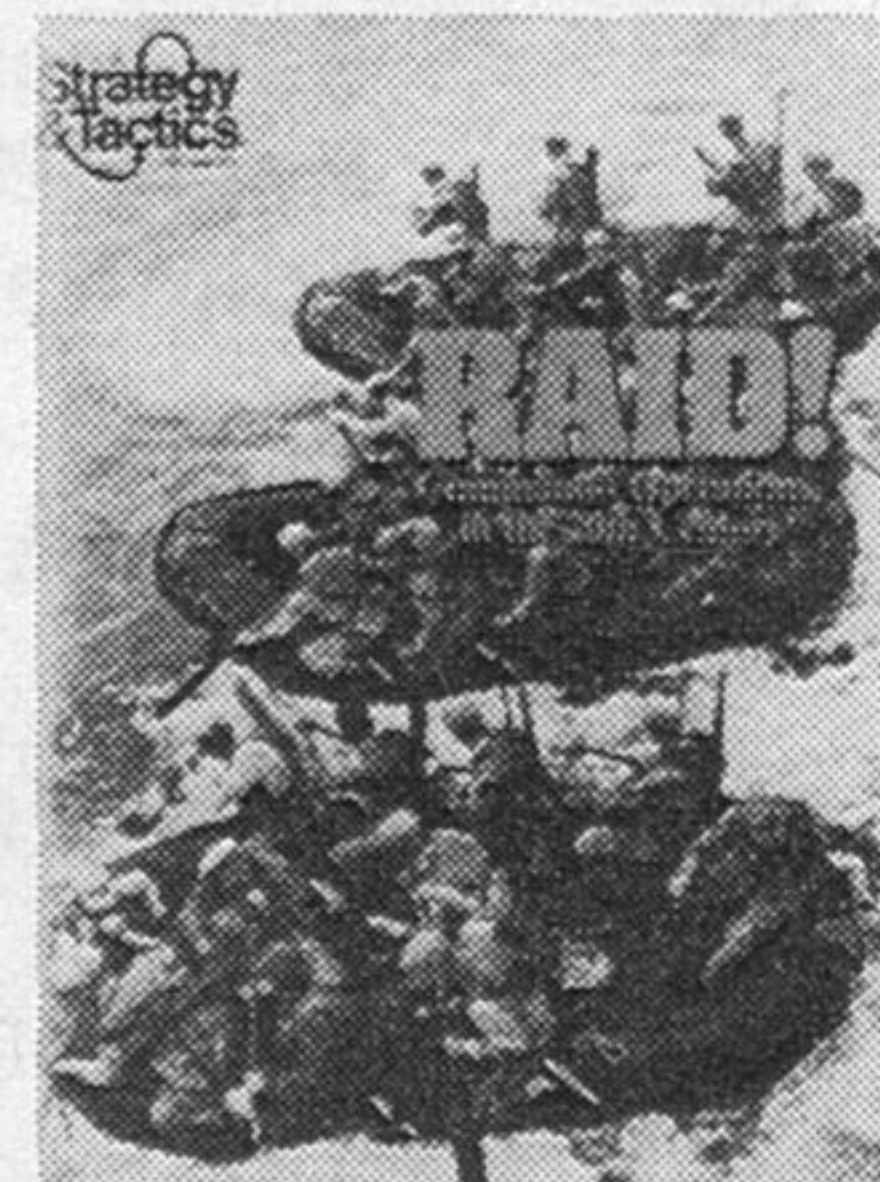
Combat flying in jet aircraft is not simple and as Air War is an accurate simulation of modern air combat, it is not simple either. Its complexity, however, enables it to capture all the elements that make its subject both so involved and fascinating. Those not used to complex games should be cautious, however, Air War is nothing if not highly complex.

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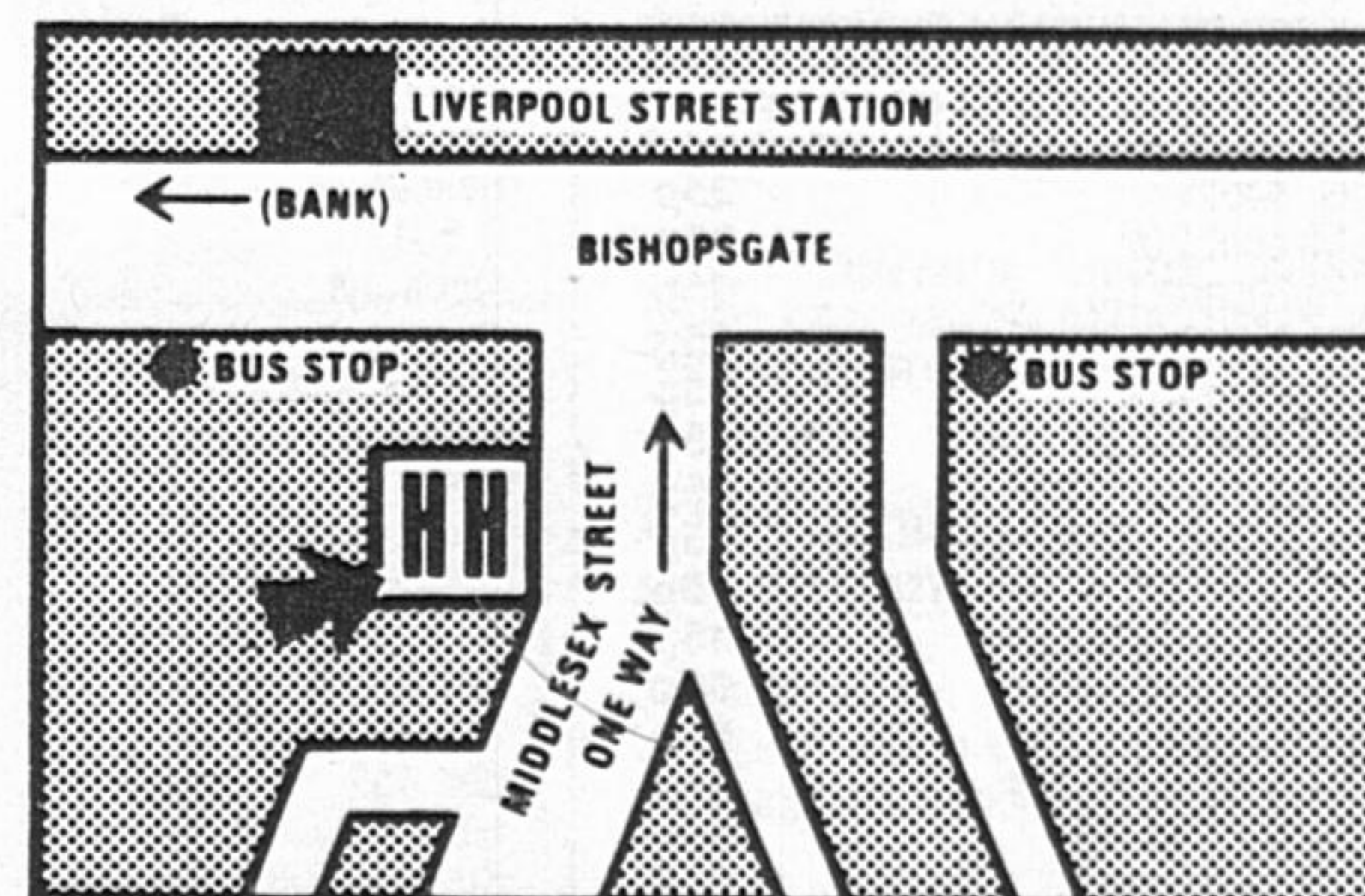
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BRITAIN	NO. IN CLASS	TYPE	DATE
Hood	1	Battlecruiser	1941
Renown	1	Battlecruiser	1941
King George V	1	Battleship	1943
Prince of Wales	5	Battleship	1940
Rodney	2	Battleship	1930
Ramillies	5	Battleship	1938
Warspite	1	Battleship	1941
Queen Elizabeth	2	Battleship	1941
Barham	1	Battleship	1941
Malaya	1	Battleship	1943
Ark Royal	1	Aircraft Carrier	1941
Glorious	2	Aircraft Carrier	1939
Biter	5	Escort Carrier	1941
Tracker	26	Escort Carrier	1942
Illustrious	4	Aircraft Carrier	1940
Cumberland	2	Heavy Cruiser	1939
Berwick	2	Heavy Cruiser	1939
Kent	3	Heavy Cruiser	1939
Dorsetshire	2	Heavy Cruiser	1941
Sussex	3	Heavy Cruiser	1939
London			
(as reconstructed)	1	Heavy Cruiser	1943
Exeter	2	Heavy Cruiser	1939
Belfast	2	Light Cruiser	1939
Southampton	5	Light Cruiser	1938
Arethusa	4	Light Cruiser ★	1939
Dido	9	Light Cruiser ★	1939
Scylla	2	Light Cruiser ★	1941
Royalist	5	Light Cruiser ★	1942
Coventry	5	AA Cruiser ★	1941
Ajax	5	Light Cruiser ★	1934
Sydney	3	Light Cruiser ★	1934
Fiji	8	Light Cruiser	1939
Uganda	3	Light Cruiser	1941
Manxman	6	Cruiser Minelayer ★	1940
Emerald	2	Light Cruiser ★	1926
Battle Class	(x2) 42	Destroyer	1944
'P' Class	(x2) 16	Destroyer	1943
S-Z Classes	(x2) 47	Destroyer	1943
Lance Class	(x2) 4	Destroyer (AA)	1941
'M' Class	(x2) 12	Destroyer	1940
'J' Class	(x2) 24	Destroyer	1939
Tribal Class	(x2) 12	Destroyer	1938
'G/H' Class	(x2) 22	Destroyer	1936
Vanity	(x2) 15	AA Destroyer Escort	1941
Hunt (Group 1)	(x2) 20	Destroyer Escort	1940
Hunt (Group 2)	(x2) 36	Destroyer Escort	1941
Hunt (Group 3)	(x2) 28	Destroyer Escort	1942
Town Class	(x2) 48	Destroyer	1918
Leeds & Ludlow	2	Destroyer	1918
'V & W' Class	(x2) 10	Destroyer	1917
73 ft M.T.B.	(x3) 53	M.T.B.	1940
'T' Class	(x3) 53	Submarine	1939
Liberty Ship		Merchant ★	1941
A/B Type Standard	200	1917-20 Merchant- man	20p
F Type Standard	12	1918-20 Merchant- man	20p
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(The above merchant vessels fought through WWI and WWII, many surviving until the mid-1950s).

FRENCH	NO. IN CLASS	TYPE	DATE
Richelieu	2	Battleship	1943
Dunkerque	2	Battlecruiser	1940
Algerie	1	Heavy Cruiser	1932
Suffren	4	Heavy Cruiser	1927
Duguay Trouin	3	Light Cruiser	1923
La Galassoniere	6	Light Cruiser	1933
Emile Bertin	1	Light Cruiser	1935
Guepard	(x2) 6	Destroyer	1928
Le Fantasque	(x2) 6	Destroyer	1934
Mogador	(x2) 2 (4)	Destroyer	1936

GERMANY	NO. IN CLASS	TYPE	DATE
Bismarck	2	Battleship	1939
Scharnhorst	2	Battlecruiser	1940
Graf Zeppelin	2	Aircraft Carrier	1942
Lutzow	2	Pocket Battleship	1941
Graf Spey	1	Pocket Battleship	1939
Nurnberg	1	Light Cruiser ★	1944
Koln	3	Light Cruiser ★	1929
Hipper	2	Heavy Cruiser	1937
Prinz Eugen	3	Heavy Cruiser	1941
Maas Class	16	Destroyer	1935
Z23 (x2) (Narvik)	6	Destroyer	1942
Z24 (x2) (Narvik)	6	Destroyer	1941
T22 (x2)	15	Torpedo Boat	1941
S18 (x3)	30	E Boat	1941
Type VII c (x3)	980	U Boat	1940-5
Type IX (x3)	206	U Boat	1941-5
Type XXI (x3)	1500	U Boat	1944
Altmark	4	Tanker/Supply Ship	
ITALY			
Littorio	3	Battleship	1940
Cesare	2	Battleship	1940
Doria	2	Battleship	1940
Trento	2	Heavy Cruiser	1929
Zara	2	Heavy Cruiser	1941
Bolzano	1	Heavy Cruiser	1941
Pola	1	Heavy Cruiser	1941
Gorizia	1	Heavy Cruiser	1941
Bande Nere	4	Light Cruiser ★	1930
Luigi Cadorna	2	Light Cruiser ★	1933
Raimondo			
Montecuccoli	2	Light Cruiser ★	1935
Duca D'Aosta	2	Light Cruiser ★	1935
Garibaldi	2	Light Cruiser ★	1937
Attilo Regolo	12	Light Cruiser ★	1942
Navigatori	(x2) 12	Destroyer	1930
Soldati	(x2) 12	Destroyer	1939
Spica	(x2) 32	Destroyer Escort	1940
MS II	(x3) 18	M.T.B.	1942
Marcello	(x3) 9	Submarine	1941

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U.S.A.	NO. IN CLASS	TYPE	DATE
Iowa	5	Battleship	1943
South Dakota	4	Battleship	1942
Washington	2	Battleship	1941
West Virginia (1944)	3	Battleship	1944
Tennessee (1943)	2	Battleship	1943
New Mexico	3	Battleship	1942
Alaska	3	Battlecruiser	1944
Yorktown	3	Fleet Carrier	1941
Essex	26	Fleet Carrier	1943
Independence	9	Lt. Fleet Carrier	1943
Lexington	2	Fleet Carrier	1929
Bogue Class	37	Escort Carrier	1942
Baltimore	30	Heavy Cruiser	1943
Northampton	6	Heavy Cruiser	1929
Penascola	2	Heavy Cruiser	1940
Indianapolis	2	Heavy Cruiser	1941
Cleveland New	34	Light Cruiser	1943
Astoria Class	7	Heavy Cruiser	1933
Brooklyn Class	9	Light Cruiser	1937
Marblehead Class	10	Light Cruiser ★	1937
Atlanta	16	Light Cruiser ★	1940
Flush Deck Class	81	Destroyer	1921
Craven Class (x2)	23	Destroyer	1938
Sims Class (x2)	12	Destroyer	1939
Livermore (x2)	100	Destroyer	1940
Fletcher (x2)	186	Destroyer	1941
Gearing (x2)	100	Destroyer	1944
Sumner (x2)	70	Destroyer	1943
Buckley (x2)	154	Destroyer Escort	1942
Gato (x2)	294	Submarine	1942
JAPAN			
Yamato	4	Battleship	1942
Kongo	4	Battleship	1938
Ise (1941)	2	Battleship	1941
Fuso	2	Battleship	1942
Nagato	2	Battleship	1942
Akagi	1	Fleet Carrier	1941
Kaga	1	Fleet Carrier	1941
Ise (1943)	2	Battleship/Carrier	1943
Shokaku	2	Fleet Carrier	1939
Hiryu	1	Fleet Carrier	1939
Soryu	1	Fleet Carrier	1939
Unryu	6	Fleet Carrier	1943
Nachi	4	Heavy Cruiser	1941
Mogami	4	Heavy Cruiser	1941
Mikuma	4	Light Cruiser	1937
Maya	1	Heavy Cruiser	1944
Tone	2	Heavy Cruiser	1941
Takao	4	Heavy Cruiser	1941
Kuma	5	Light Cruiser ★	1940
Oi	2	Torpedo Cruiser ★	1941
Kitakami	1	AA Kaiten Cruiser ★	1943
Yura	6	Light Cruiser ★	1941
Agano	4	Light Cruiser ★	1942
Aoba	2	Light Cruiser ★	1937
Kako	2	Light Cruiser ★	1936
Jintsu	3	Light Cruiser ★	1927
Mutsuki	(x2) 12	Destroyer	1926
Fubuki	(x2) 20	Destroyer	1927
Shiratsuyu	(x2) 12	Destroyer	1936
Kagero	(x2) 18	Destroyer	1938
Akitsuki	(x2) 16	Destroyer	1941
Matsu	(x2) 41	Destroyer Escort	1944
1400	(x2) 5	Submarine	1942
115	(x3) 20	Submarine	1939



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NEWS FROM AIRFIX

1 Jungle outpost

2 Focke-Wulf 190F-8

3 Golden Hind

1

THE JUNGLE OUTPOST, the second Airfix diorama construction kit, is a very useful modelling aid, especially for the young modeller who has not yet developed his own diorama-building techniques. Joining the already established Forward Command Post introduced last year, the Jungle Outpost features a typical native bamboo longhouse that was prevalent in the jungle areas of the Far East and used continually by both Japanese and Allied troops during World War 2.

The kit has 70 parts that include a pre-formed base, buildings and military equipment. Features such as shovels, picks, storage crates, pack horses, petrol drums, bicycles and two Japanese soldier figures add realism to the scene. A full colour illustration is given on the box lid to assist in painting. Price: £1.05.

2

THE LATEST aircraft construction kit of the FW190 has an added bonus for the modeller in that at least two versions of this famous aircraft can be constructed. The fighter version, FW190A-8 which has a standard canopy and the ground attack version, FW190F-8 which has a bulged hood and underwing bombs.

An interesting model 5 in long with a 5¾ in wingspan is built from the 60 parts. The many optional parts included affect the undercarriage positioning, wing armament, bomb loads, underwing armament and markings. Transfers for two operational aircraft are supplied and full painting instructions are given with the illustrated box artwork providing useful guidelines.

The FW190 series was one of the most effective of the German fighters of the Second World War. It was designed to supplement the Messerschmitt Bf 109 in Luftwaffe service and was extremely successful in its role both as a fighter and as a ground-attack aircraft. Price: 49p.

3

ONE OF THE first kits produced by Airfix 25 years ago was a small model of the *Golden Hind*. Now in its own Jubilee year, Airfix celebrates by introducing a new version of the *Golden Hind*, four times larger than the original kit.

From more than 100 parts, an impressive model measuring 18 in long and 15½ in tall can be constructed. The hull and decks are highly detailed and other interesting features include six middle deck cannons,

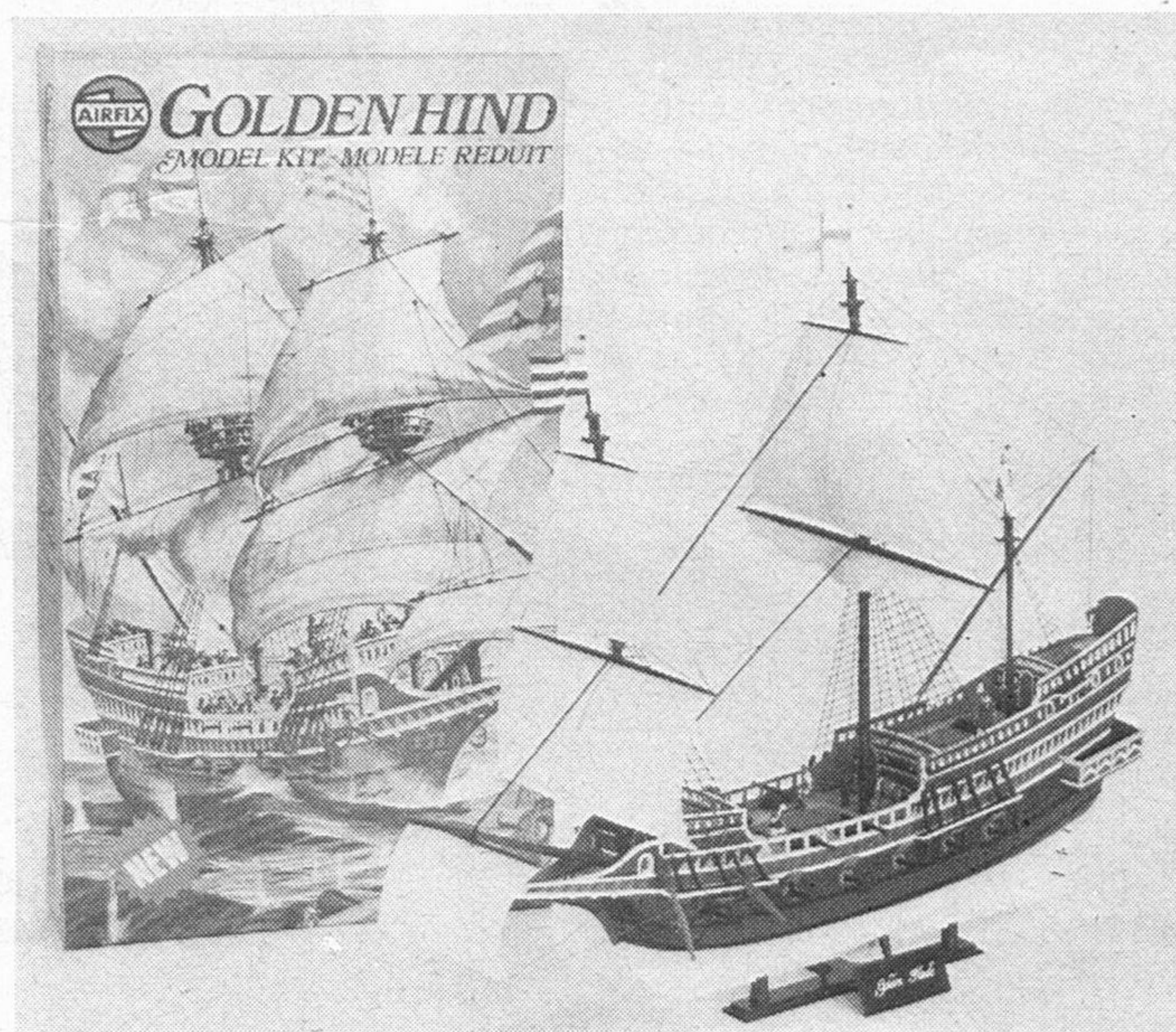
anchors and crew figures sculpted in the uniform of the day. Masts and full rigging are also supplied. The instruction leaflet, gives a brief history of this famous ship, commanded by the equally famous Captain, Sir Francis Drake. There is also a detailed painting guide and the artwork on the box lid depicting the *Golden Hind* in full sail makes an ideal painting reference. Retail price: £2.50.



Top The new jungle outpost kit features a typical native bamboo longhouse, with Japanese soldier figures, pack horses, petrol drums, bicycles, and military equipment.

Centre The 1:72 scale Fw 190F-8 which can be made in fighter or ground attack versions.

Right The 15½-inch-tall model of the *Golden Hind*.





Terry Gander describes the ground operations in the spectacular NATO exercise Avon Express

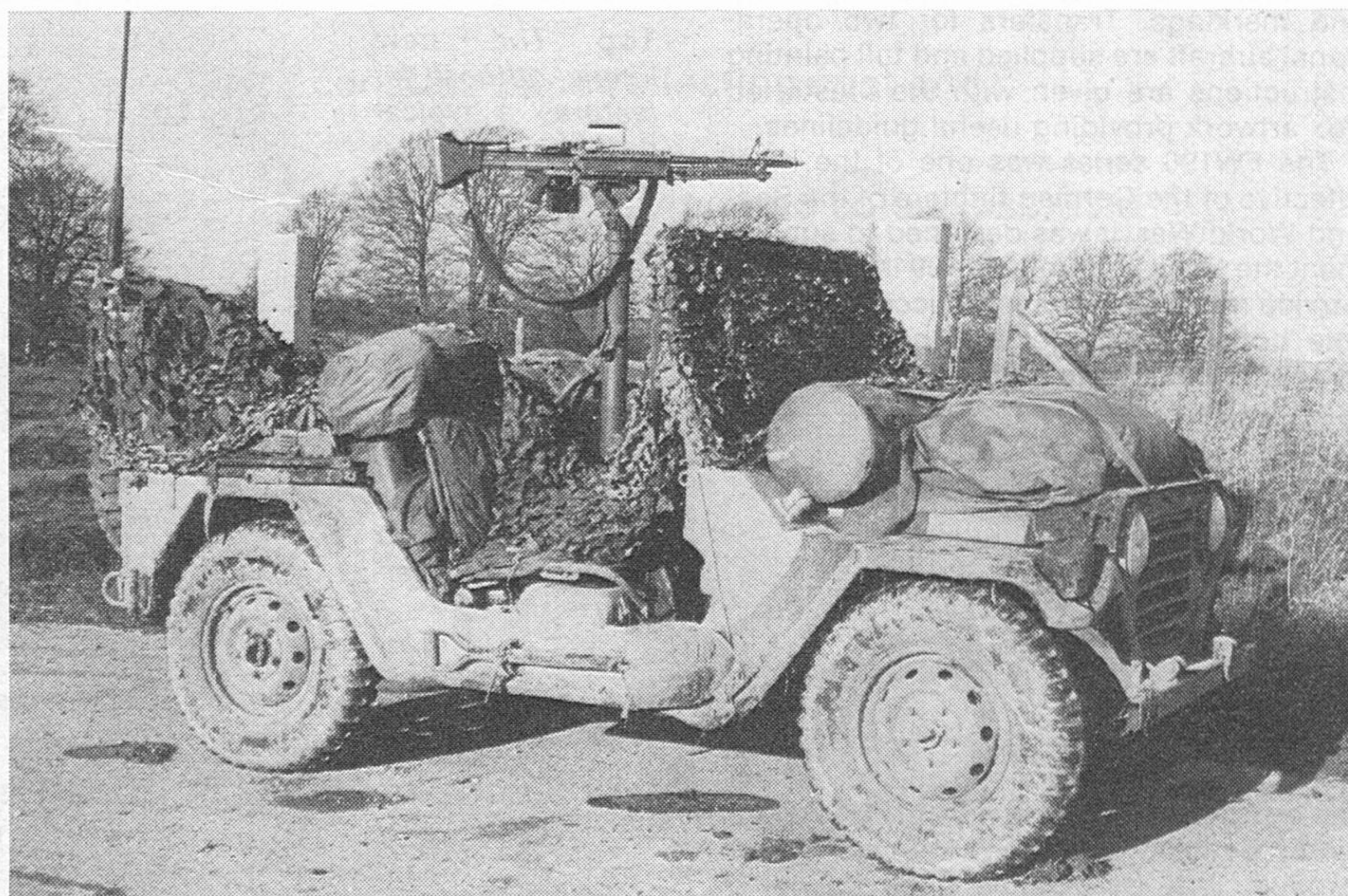
HERE WE GO AGAIN — up at 0600 and off to the Plain. Once more it was time to witness a full-scale AMF(L) exercise on the same scale as Advent Express that was held two years ago. This year the AMF(L) exercise should have taken place in Southern Turkey but for various reasons that was not possible and once more Salisbury Plain was the venue for what has by now become one of the most unusual and spectacular military exercises to be held in Britain.

For those readers who may not remember the coverage we gave to Advent Express all those months ago, a few words of explanation. Part of the UK's commitment to NATO takes the form of contingents assigned to the Allied Command Europe Mobile Force (AMF or AMF(L) with the (L) standing for Land). Other nations that assign formations to AMF(L) are West Germany, Belgium, Italy, Canada and the USA. The function of this force is to form a highly mobile fighting formation that can be rapidly moved by air to any trouble spot in Europe when required — in a major confrontation this would probably mean the NATO flanks in Norway or Turkey.

The airborne role places several strictures on the components of AMF(L). For one thing it has to be on almost permanent battle readiness, and its support units tend

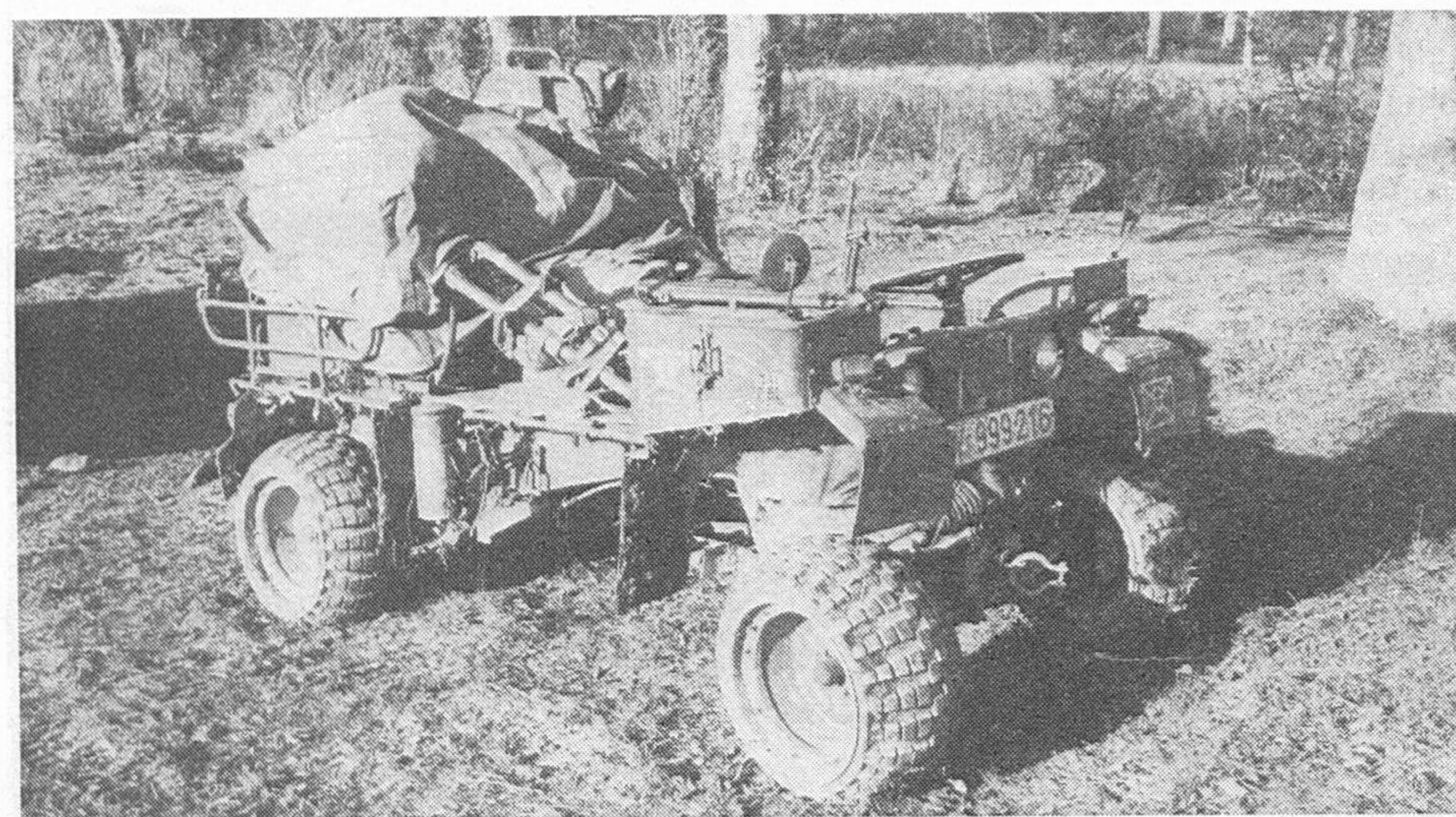


Top American soldier with M60 machine-gun. **Above left** West German Rh202 20 mm anti-aircraft cannon covering a river crossing. **Above right** Belgian Unimog signals truck. Unimogs are now replacing the elderly Bedford 4-tonners in Belgian service. **Below left** Dragon anti-tank missile, the squad anti-tank weapon of the US Army. **Below right** American M151 with M60 machine-gun.





Top left The workhorse of the American contingent, the 'deuce-and-a-half'. **Above** Loaded down with an assortment of packs, a radio, sleeping bag and water bottle, this American Airborne soldier is no doubt looking forward to his return to Salzburg and a chance to put his feet up! He carries a M16 rifle. **Left** A genuine jeep still in Belgian service. Just visible in the back are the racks for the Entac anti-tank missiles. In use these are extended on sliding ramps to each side of the vehicle. **Below left** West German Kraka load carrier, seen here mounting a Milan anti-tank missile launcher. **Bottom left** Belgian Spartan being used as the Command Vehicle for the Belgian Scorpion/Scimitar element. **Bottom right** A long wheel-base Land Rover in its muddy element.



to lack many of the heavy weapons normally associated with modern warfare. Artillery consists of towed 105 mm howitzers only and the tank component is almost non-existent and has to rely on local resources. Such luxuries as APCs are also precluded and once delivered by air to a battle area the average soldier has to rely on marching or whatever transport can be found locally. But these equipment problems do not detract from the striking power and fighting efficiency of the AMF(L), for a long succession of large and small-scale exercises have integrated the force into a first-class fighting formation.

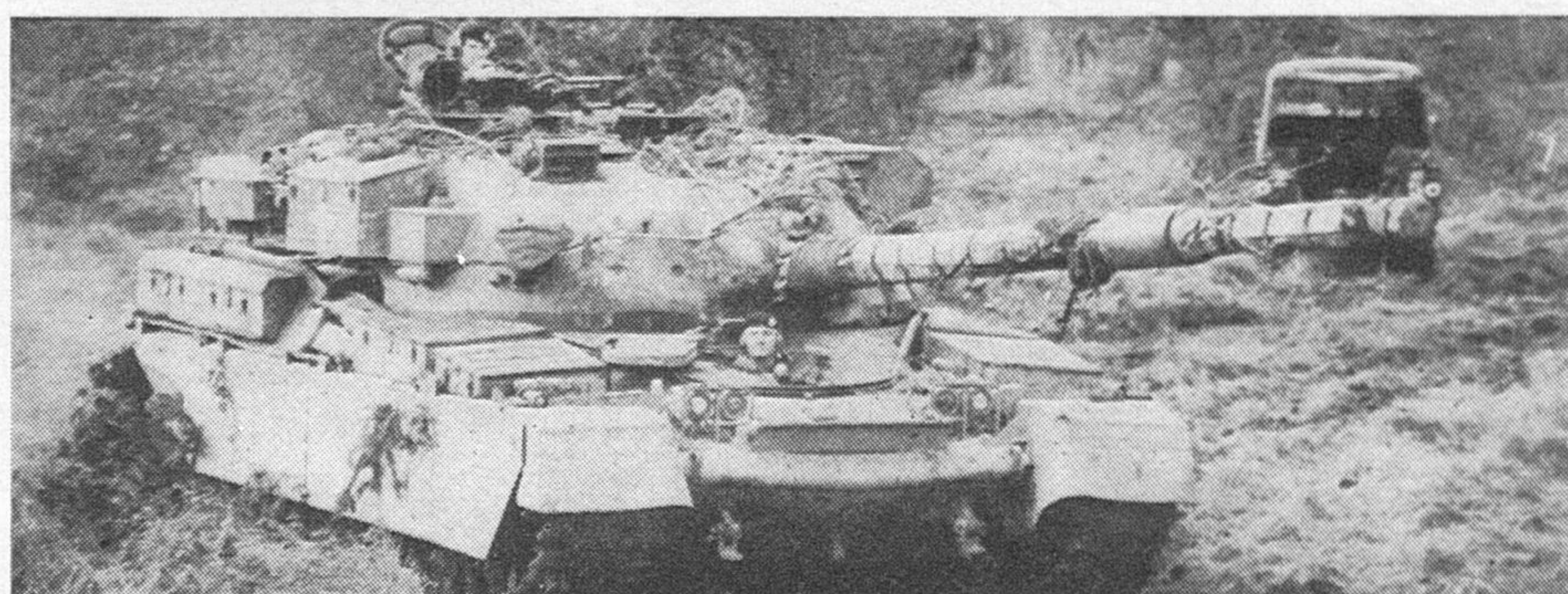
Avon Express followed the format used so often on Salisbury Plain. The River Avon which bisects the training area was chosen as the 'start line' and was designated the national boundary between the Blue and Orange forces. The round of activities started in early November with a phase of gradual arrivals and sorting things out, as



ever, and then began a series of patrols along the force boundaries. Next came a period of offensive and probing patrol work by both sides with the final phase commencing as the 'Enemy' Orange forces (supplied by the United Kingdom, and not part of the AMF) launched a full-scale offensive against the Blue (AMF) forces. The attack phase and the subsequent falling back of the Blue forces, prior to the inevitable riposte and pursuit over the original 'start line', lasted about five days with the earlier stage lasting about ten.

Such a bland outline of Avon Express can give no idea of the real scale and scope of the exercise. For a start there were 7,500 soldiers taking part from five nations. They brought with them all their usual equipment and they played the action in the field 'for real'. That meant they lived and worked in the open, and Salisbury Plain in November is hardly the most clement of locations as regards the weather. Needless to say, it was cold and it was often wet. The soldiers in the field lived in small trenches and tents, and most of them stayed out in the open for the duration of the exercise. While there they had not only to protect themselves against the elements but they also had to conceal themselves so once more I was amazed to witness how well 7,500 men could seemingly vanish into the open expanse of the Plain.

I was present for the last two days of the exercise only and was thus able to watch the most fluid and mobile stage of the proceedings. For most of the time it meant a series of Land Rover trips to try and see as much of the action as possible. A helicopter assault by Pumas and Hueycobras was one highlight even if it was too far away from my camera. But for me, the last day was the best as it started with the



Top An FV432 used by the 3rd RTR as a Command Vehicle. **Above** A Chieftain lumbers through the thick mud. **Below left** A Chieftain laden with Belgian commandos moving up for the final 'battle'. **Below right** Belgians from the 3rd Commando Battalion with a Chieftain in the background. The man on the right is preparing an M66 anti-tank missile. **Bottom left** West German Army Alouette II — 7754 — against a stormy sky. **Bottom right** A British Fox dashing at speed to deny a helicopter landing area to the 'enemy'.

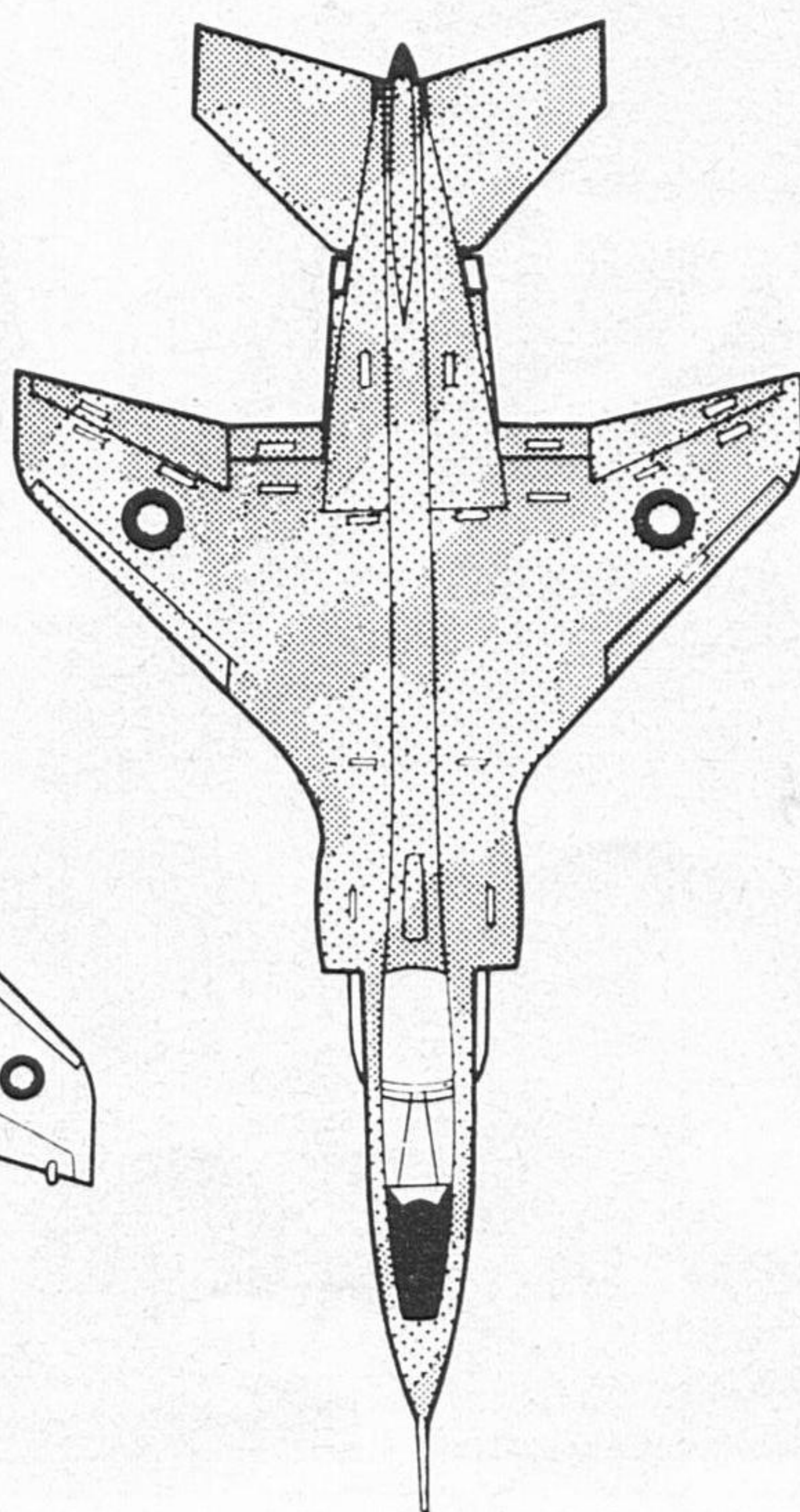
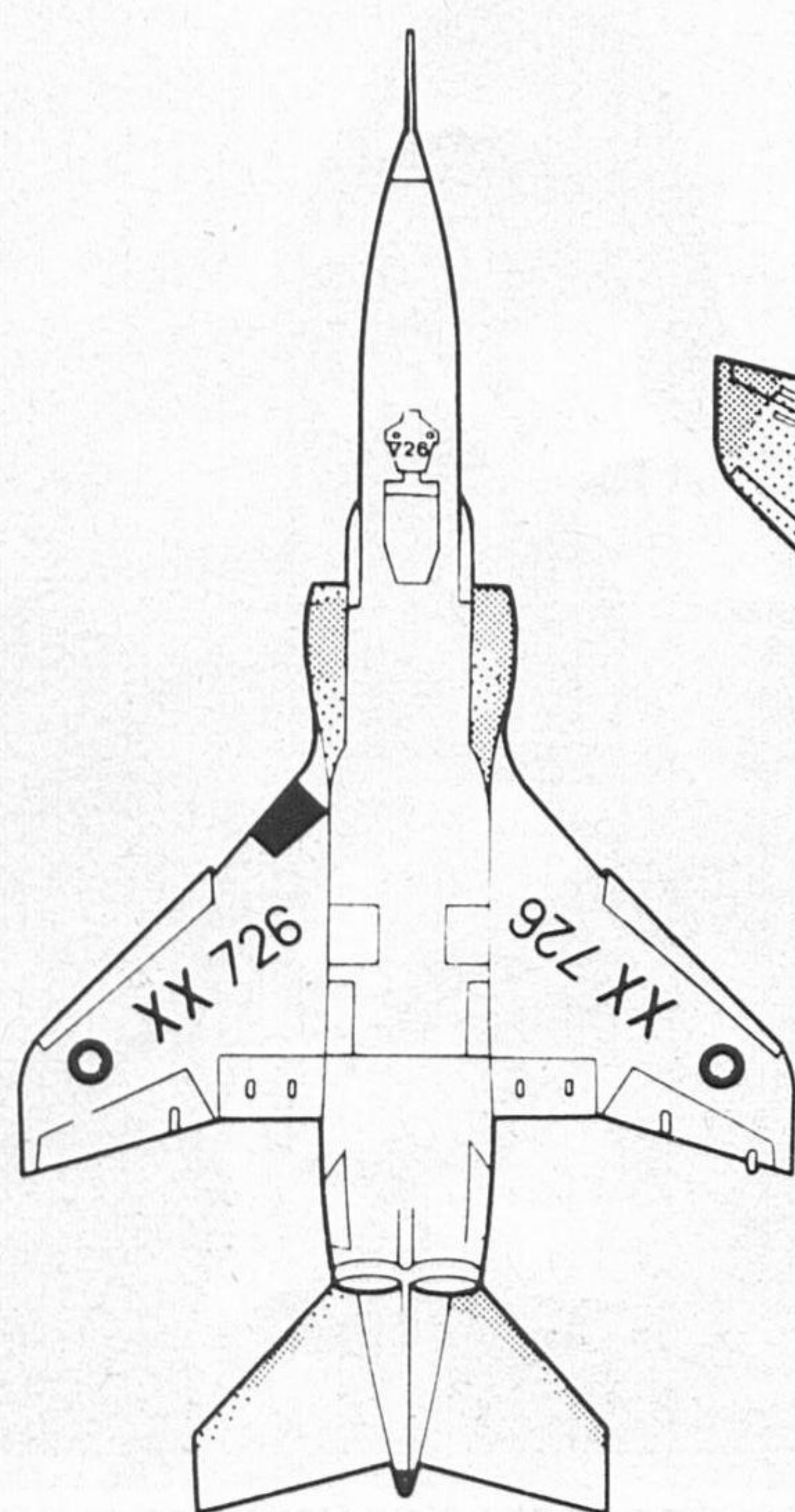
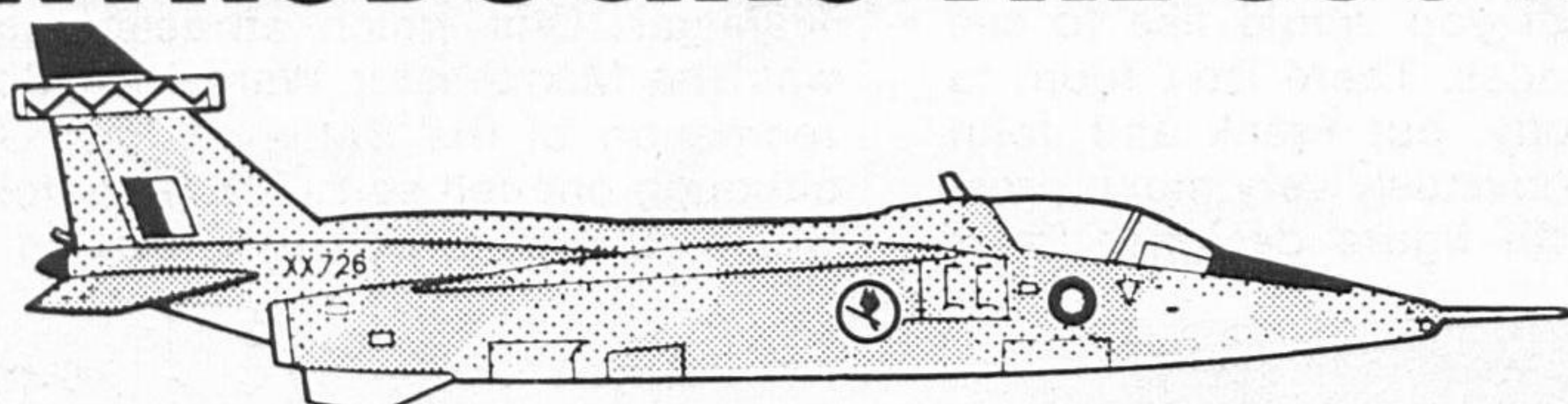
Continued on page 312



NEW FROM AIRFIX



INTRODUCING THE 830 MPH E-TYPE JAGUAR.



Jointly developed by Britain and France, the BAC Sepecat Jaguar comes in two forms: single-seater attack and two-seater trainer. In Britain these are designated S and B type respectively and in France A and E-type.

The Jaguar currently forms the backbone of the RAF's strike element in Europe having rapidly gained a reputation for ultra-precise bombing. This is due to its advanced navigation and weapon-aiming sub-system, laser Ranger and target seeker. It is also fitted with a head-up cockpit display, enabling the pilot to navigate without looking down at his instruments – very handy when you're doing 830 mph.

Now faithfully reproduced in a superb Airfix 1/72 scale the Jaguar Kit has all the versatility of the real aircraft – optional weapon loads, extra fuel tanks and a variable position undercarriage with decals for either the 6 squadron RAF or 54 squadron RAF.

Technical details

Armament:	2 × 30mm cannon, 5 weapon pylons capable of carrying a total of 10,000lb.
Engine:	Two ADOL engines provide 6,950 lb thrust with reheat
Max Speed:	830 mph
Combat Radius:	700 miles
Wing Span:	28ft 2ins
Length:	50ft 11ins

B.A.C. SEPECAT JAGUAR
1:72nd Scale



impressive sight of an entire Belgian commando battalion approaching and crossing a bridge over the Avon. Apart from their usual support vehicles the commandos used Chieftains as transports. The sight of AFV turrets festooned in armed soldiery evoked images from those World War 2 newsreels from the Eastern Front. Later in the day there was a set-piece assault on a wood by about 20 Chieftains in support of an infantry battalion, together with Belgian Scorpions and noisy air support from USAF Phantoms and RAF Jaguars. The attack was watched by just about all the umpires who had supervised the running of the exercise, and a whole galaxy of NATO VIPs. They watched from one of Salisbury Plain's best vantage points, near Ablington Down, and the 'battle' proceeded with admirable precision about a mile away. The assemblage of so many senior officers also provided the unusual spectacle of what seemed to be about 100 Land Rovers of all shapes and marks which was quite a sight in itself.

Comparisons between Avon Express and the earlier Advent Express are inevitable but it must be said that the last two years seem to have been spent in improving the quality and range of equipment in service, if not the rationalisation and standardisation of many items. An example of the latter concerns anti-tank missiles. If you had visited all the units on the Plain you would have been able to see Entac, Milan, Tow and Dragon — in time Swingfire will probably be added to the list. But anti-aircraft unit defence ranged from virtually nothing to .50 machine guns, 20 mm cannon and Blowpipe. Some sharp eyes might have spotted laser target designators. Perhaps the greatest improvements visible were in communications and command equipment, some of which is now at a very advanced stage of sophistication. The soldiers in the field are now issued with all sorts of little extras such as improved chemical warfare protection kits, tents and all-weather clothing — some of the equipment carried by the American and West German soldiers is of really superb quality, and the scale of issue would make the UK Treasury blench.

Avon Express has now gone but by the time this is read the lessons and actions involved will no doubt still be under detailed analysis ready for the time, which we hope may never come, when the AMF(L) may have to take the field in earnest. On a personal basis I shall long remember the freezing mornings and the subsequent mud, but perhaps the most permanent memory will be the unfailing humour and good spirits that I encountered among all the nations and units that I came across. Anyone who has to sleep in the open on a freezing cold night and yet wake up to greet the surroundings with a laugh must be something special. By now we have come to expect such conduct from the British soldier but to see the Germans, Belgians, Americans and Italians are no different can only serve as a great reassurance for our futures. □

Terry Gander

In Part 2 of Exercise Avon Express, which will appear next month, Peter F. Guiver describes the huge airlift operation and the types of aircraft used.

NORTHERN MILITAIRE

Report from **Bruce Quarrie**. Photos by **Brian Monaghan**

FOR THE FOURTH year running, Manchester's 'Northern Militaire' exhibition of military modelling and wargaming proved to be the most exciting event I have visited. Those who attended will know what I mean, and if you have never yet made the 'pilgrimage', watch out for announcements about next year's and make a firm date in your diary.

Organised by John Leigh and the Manchester Wargames Society, and sponsored by Hinchliffe Models, the event took place over the bright autumnal weekend of November 5-6 on two floors of the Lancastrian Centre, Swinton. On the upper floor, huge tables covered with model soldiers, vehicles and wargames armies for the various painting competitions dominated the scene, while the lower floor was principally devoted to demonstration wargames in various periods. Around the walls the multitudinous trade stands were doing brisk business selling figures, books, rules, dice and other impedimenta. In fact, many people seem to visit the show purely for the trade stands. Not only can you see what you're buying (you can't always be certain by mail order) but it enables you to see all the new products.

The show is also a good place to meet the trade personalities and discuss their models and what you would like to see added to the ranges. There isn't room to mention everybody, but Frank and John Hinchliffe were obviously very much present, together with figure designer Peter

Gilder, who spent most of his time giving painting demonstrations. From 'down South' came Neville Dickinson with the Miniature Figurines' stand, and Bob O'Brien who teamed up with Phil and Sue Barker on the Wargames Research Group table. Ray and Norma Lamb put on a most attractive display on the Poste Militaire stand, as did David Winter from New Hope Design. Then there was John Hammond of Skytrex, Trevor Halsall and Keith Robinson from Leicester Micro Models, Sean O'Hogan (editor of the new magazine *Wargamers Monthly*) at Minden Books, Mrs de Looey and her two lovely daughters from W. E. Hersant, Malcolm Watson from SPI, and many more.

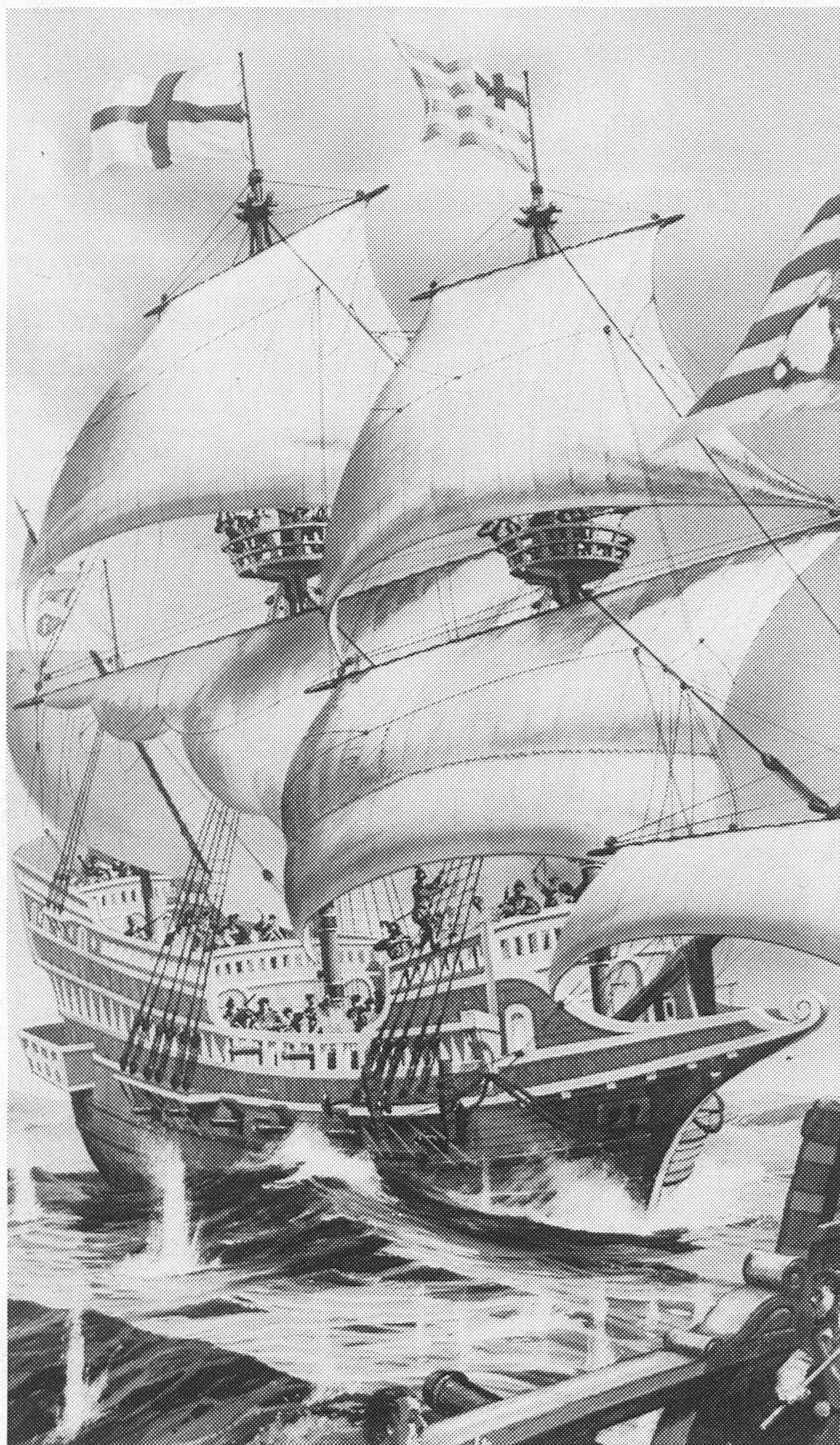
A slightly disturbing phenomenon (although I don't wish to start a debate on the subject such as has been raging in *Wargamers Newsletter* and *Battle* recently!) was the plethora of fantasy games and figures to be seen. Fantasy may be increasingly popular, but to my mind it isn't wargaming and seems a little out of place at an exhibition of this nature.

The wargames themselves ranged from the ever-popular Wild West skirmish through larger games in most periods using 15 and 25 mm figures, and included an excellent re-enactment of the Battle of Trafalgar. One which attracted attention was the Manchester Wargames Society's recreation of the Battle of New Orleans, although one felt sorry for the unfortunate British player forced to press an attack



David Winter with members of the Napoleonic Association on the New Hope Design stand.

Queen Elizabeth's most treasured ship.



After circumnavigating the world, the Golden Hind returned to Plymouth in September 1580, laden with 30 tons of treasure. The value of the gold, silver and emeralds exceeded the yearly income of the English crown.

Francis Drake had sacked and taken numerous Spanish ports and ships. He was knighted and the Golden Hind became England's most treasured ship.

The Airfix kit of the Golden Hind incorporates most of its' authentic features, thanks to the facts revealed in original documents.

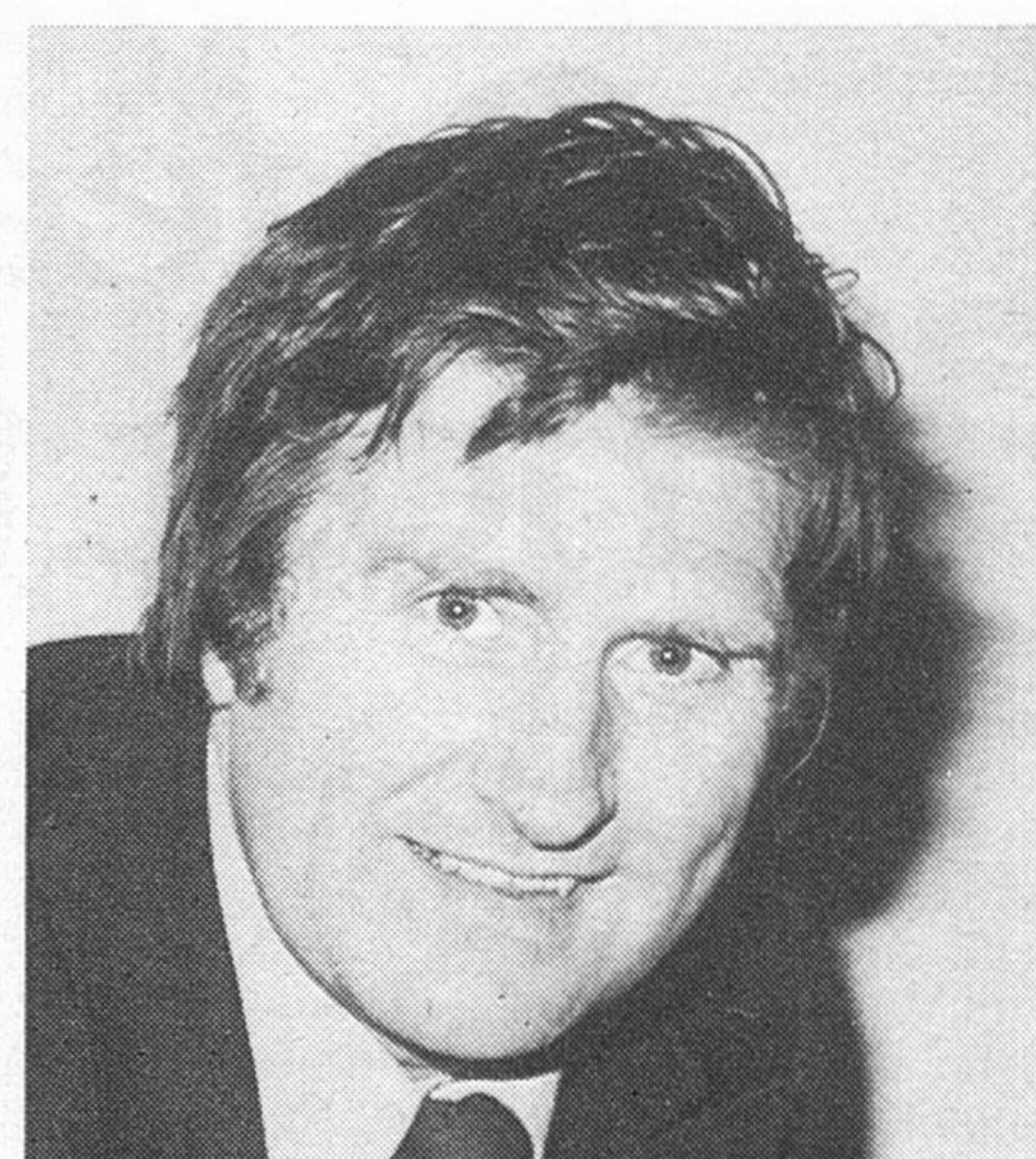
The Airfix model has four deck cannons, fourteen saker five-pounder guns, and the fine detail on the four three-pounder falcons can be seen clearly.

Moulded detail includes the hatches, deck planking and, on the rear, the famous 'Hind' engraving. Full rigging diagrams are included and four anchors of the time are supplied.

On deck, crew members in period costume are depicted about their duties and the figure of Drake stands on the after deck.

All these details and many more are incorporated in the Airfix Kit which, due to painstaking research, is believed to be the most accurate model obtainable of this famous ship.





Above left Super-detailed Airfix Tomcat on carrier diorama base by Graham Bickerton. **Above right** Organiser John Leigh. **Below left** Ray and Norma Lamb with some of Ray's superb models.



Phil Barker and Bob O'Brien of WRG.

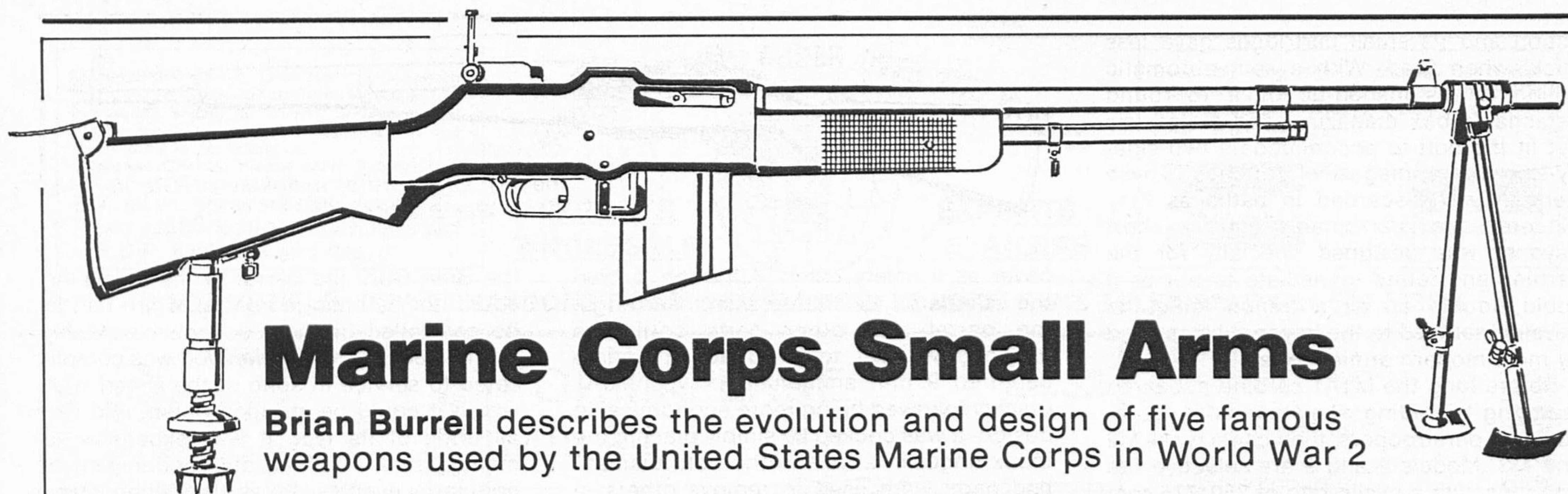
under such impossible conditions!

As usual, the various historical re-enactment societies were out in full force, including a hefty contingent from the Napoleonic Association in a medley of French, British and Prussian uniforms. Whether the numerous square-bashing exercises and mock skirmishes outside the hall attracted people in to the show or scared them away makes me ponder, but there was certainly no lack of enthusiasm among the participants.

All in all a marvellous show, and I am sure that all visitors will join me in applauding the hard work and effort put in by the organisers. □



Top Alan Smith and Keith Lomax of Manchester WS during the battle of New Orleans. **Above R.** Wright's scratch-built WW1 Holt tractor giving assistance to a water purification 'Depoisoner'.



Marine Corps Small Arms

Brian Burrell describes the evolution and design of five famous weapons used by the United States Marine Corps in World War 2

UNTIL 1940 the small groups of islands that stretch across the Pacific Ocean were virtually unknown to many of the people in western countries. Some of these small land masses were too minute to be shown in school or household atlases and to many individuals, other than those in high government positions, they were totally insignificant. The Japanese attack on Pearl Harbour changed the situation dramatically. Guadalcanal, Okinawa, Iwo Jima were just three islands among many which were soon to be written into the history of World War 2. Here, units of American Marines would lead the spearhead of the amphibious assaults to push the Japanese back across the Pacific in a series of bloody 'island-hopping' battles that were to last until 1945.

Their success was due in no small part to the weapons carried by the Marines in these campaigns. The enemy were poorly equipped by comparison and it was only the Japanese soldiers' determination to fight until death that prolonged Allied victory. Before the war ended the Japanese, with their armament facilities stretched to the limit, would attempt to replace their dated rifle and machine-gun designs with copies of American arms which were more suited to jungle warfare. By then it was too late, but had the Jap infantrymen started off with Garand and Browning Automatic Rifles for their Far East Campaigns the story may have been a different one for the US Marines.

The standard rifle for the 'Leathernecks' was the .30-06 M1 Garand semi-automatic. Although it replaced their World War 1 design, the bolt-action Springfield, the latter was used in early Pacific operations until enough M1s could reach the battlefields. John C. Garand was responsible for the design and was already noted for his contribution to armaments development

when military trials started on his latest rifle in 1929. By 1932 it had been adapted to take the standard US .30-06 cartridge and eventually results were favourable enough for the government, backed by General Douglas MacArthur, to authorise mass production for the US Forces.

The Garand is an extremely functional looking weapon, easily recognisable by the streamlined woodwork which runs almost the entire length of 43.6 inches. The excessive wood protected the mechanisms when the soldier was crawling through mud or over rocky terrain. It fires eight rounds which are loaded together with a charger clip and all-up weight is just over 9 lb and muzzle velocity 2,750 feet per second. A fitting to take the World War 1 1905 bayonet was incorporated but at 16 inches in length and weighing 1 lb not surprisingly demands were made for something less cumbersome so modified types were introduced later in the war. The M1 could also be fitted with a grenade launcher which was fairly successful.

The rifle's biggest drawback was its method of loading. All eight rounds had to be fired before the weapon's fixed magazine could be refilled and it couldn't be 'topped up' with single cartridges. Also the clip, which ejected when the last shot was fired, had a distinctive sound if it landed on hard ground so those within earshot knew the rifle was empty! Field tests showed the mechanisms likely to stick in damp or humid atmospheres so special lubricants were issued but did little to correct the fault. In spite of these drawbacks the Garand was a superb weapon and its high rate of fire was invaluable in the close range jungle skirmishes of the Pacific, especially against the fanatical Banzai charges of the Japanese. Two sniper versions of the M1 were developed, the M1C and M1D, both with telescopic sights, pad-

ded leather cheek rests fitted to the butt and flash hiders clipped to the end of the barrel. In all over four million Garands were issued during World War 2 and production was stepped-up to a further million for the Korean War. US Forces were the only army to be mobilised with a self-loading rifle at the outset of World War 2 and the foresight of the military authorities no doubt saved many a GI's life as a result.

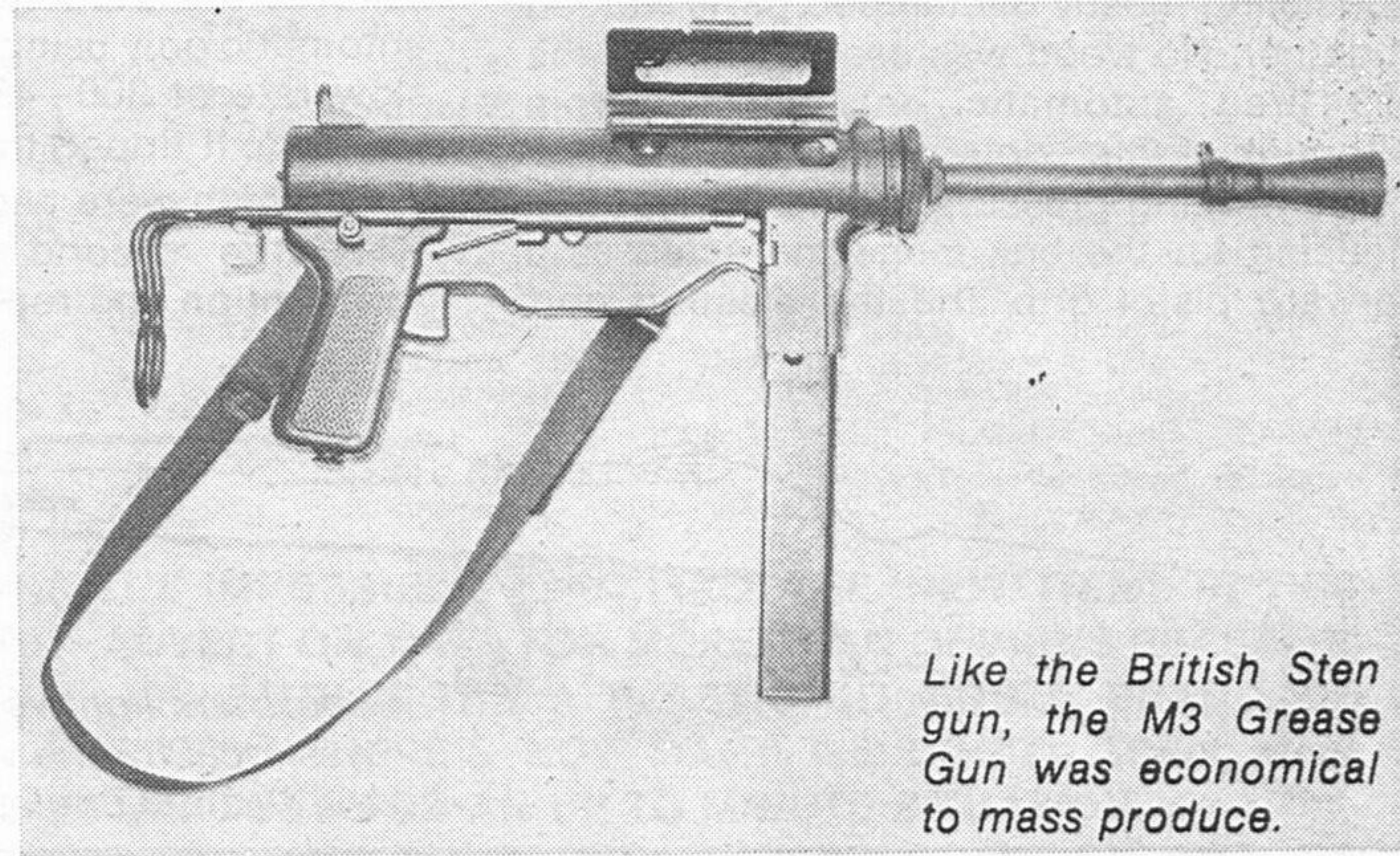
The M1 is excellently depicted in Airfix's 1:32 US Marines Pacific Theatre Multi-Pose kit along with the other small arms used by these tough fighting units. Another weapon designated M1 was the .30 calibre carbine series. This is not to be confused with the Garand as the carbine cartridge is a shorter, lighter semi-rimmed round of ammunition and not interchangeable with the larger rifle.

Requests were put through in 1940 for a light, hard-hitting semi-automatic weapon for issue to second line troops, special units like the paratroop divisions and for NCOs and officers. The specification was really for a general all-purpose weapon for those fighting men who needed something heavier than a side arm but not as sophisticated as a rifle. During its short design period the military envisaged the carbine eventually replacing all the US military small arms, but the weapon fell far short of the standards required for assault rifles like those developed in post-war years, so the carbine series proved a stop-gap at best.

Winchester designed the cartridge and then, against fierce competition, they turned out the initial prototype and a finished weapon in just under seven weeks. Designated the .30 M1, it was short in length, just over 35 inches and only weighed 5.5 lb. Whereas the Garand incorporated a large receiver designed to take some of its firing stresses, the .30 M1's gas operated system utilised a short-stroke



Top of page Browning Automatic Rifle. Above Still the standard firearm for US Forces, the Colt .45 dates back to 1911.



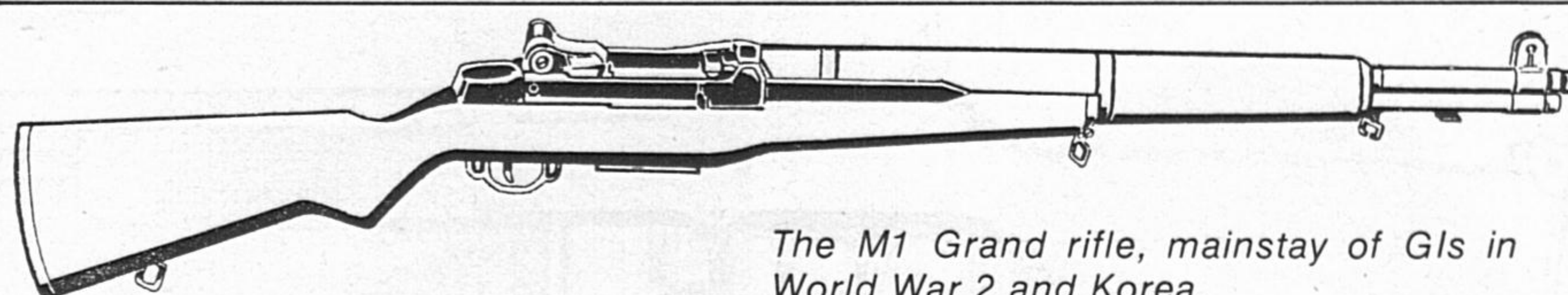
Like the British Sten gun, the M3 Grease Gun was economical to mass produce.

action and its small cartridges gave less 'kick' when fired. With a semi-automatic action it was loaded-up by a 15 round detachable box magazine, and a slot was cut in the butt to accommodate two side-by-side spare magazine pouches. These were usually discarded in battle as they hindered the marksman's aim. A short bayonet was designed specially for the carbine and found immediate favour as it could double up as a trench knife. Its development led to the bayonet types used by most modern armies today.

Before long the M1A1 carbine appeared featuring a folding skeleton stock especially for paratroopers, then came types M2 and M3. Models 2 and 3 are selective fire weapons with a cyclic rate of 750/775 rpm and these were issued with larger 30-round curved magazines called 'Banana' clips. Often, two of these were taped together, not only for speed when switching magazines in battle, but also so the inverted empty could be topped-up between skirmishes without removing it from the weapon. The M3 could be fitted with an infra-red telescopic sight for sniping purposes but it was never really successful in this role. Which brings us down to the carbine's main drawback, its cartridge. It was never really powerful enough and its range dropped off short of the maximum 275 yards claimed by the designers. In fact, during the Korean War US marksmen found that at more than 100 yards, the short .30 round often would not penetrate the thick winter kapok jackets worn by Communist troops. In spite of this the M1 series was highly successful and more quantities were produced than any other US shoulder arm during World War 2.

From the outset of their campaigns one of the Marines' main requisites was the sub-machine-gun. The only home product available at the time of Pearl Harbour was the Thompson or 'Tommy Gun'. It was tremendously popular during World War 2 with all Allied forces but was well out of date by 1940. Designed and produced at the end of World War 1 it went through various modifications between the wars although it was always expensive to manufacture besides being intricate to maintain. By 1941 the US government were looking around for something more up to date and the result was the M3 produced at the Aberdeen Proving Grounds in Maryland. The designers studied the British sten gun and several other European SMGs before coming up with the M3.

Nicknamed the 'Grease Gun' because of its shape it was crude compared to the Thompson, with an all metal construction consisting mostly of stamped parts welded together. No wood was used at all and the M3 fired automatic only at 400 rpm although single shots could be 'snatched' by controlling pressure on the trigger. The housing for the box magazine acted as a forward pistol grip and the ejection port



The M1 Grand rifle, mainstay of GIs in World War 2 and Korea.

cover as a safety catch. Although it fired the standard .45 calibre pistol cartridge, the barrel and other parts could be changed without tools to accommodate captured 9 mm ammunition. Type M3A1 quickly followed being more economical in design. It was cocked by simply placing the index finger in a hole in the bolt; dismantled parts were used to remove others; a bracket on the receiver acted as a magazine loader. The Grease Gun was far superior to the Tommy Gun in every way but was overshadowed by it, even recently in South East Asia, where captured Viet Cong copies of the legendary Thompson were found by US troops.

Whereas the machine-gun dominated battlefield tactics during World War 1 it never achieved the same importance during World War 2. They were still issued to the infantry, but more as a support weapon and every squad usually had its light machine-gun to back up the riflemen. The British had their famous Bren Gun and the Americans their Browning Automatic Rifle or BAR as it was known. Like the Thompson SMG it was a left-over from World War 1. It was designed in 1916 by John Browning to give automatic fire cover as the troops moved across No-Man's-Land between the trenches. It was ideal for its purpose especially as it fired the existing .30-06 rifle cartridge either semi- or fully-automatic from a 20-round detachable box magazine which could be emptied in 2½ seconds. The weapon could be disassembled then put together in 55 seconds.

Nearly 100,000 were produced by 1918 when they went into mothballs until 1939 when small quantities were Lend Leased to Britain, mostly for use by the Home Guard. The majority went with GIs to Europe or the Pacific where four basic models were eventually to see service. Modifications between each type were minor but the weapons got progressively heavier and almost impossible to fire accurately from the shoulder. As a result a bipod was fitted to the fore-end of the barrel and a removable rest to the stock. Both only hindered the marksman's aim so they were discarded and the latter was abandoned altogether from later models. Model 1918A2, the third type in the series, fired automatic only using a selector device for a slow rate of 300 - 450 rpm or fast at 500-650 rpm. It tipped the scales at 19.4 lb.

Two men were usually allocated to each BAR, the second man carrying spare ammunition and replacement parts. Unlike

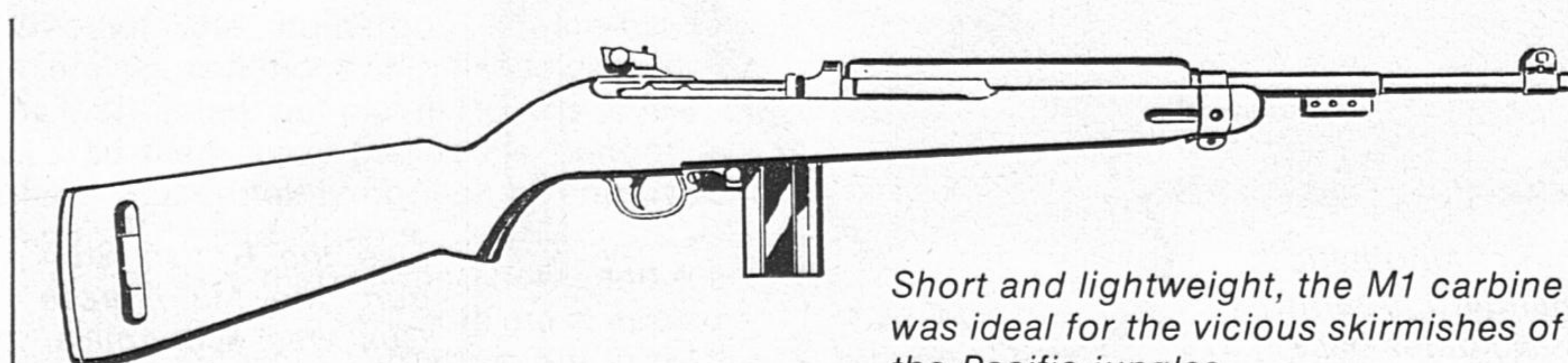
the Bren Gun, the barrel of the Browning could not be changed so rapid fire had to be controlled or the mechanisms quickly overheated. The whole weapon was complicated to service in spite of the speed with which it could be stripped down, and like all arms of its type it was expensive to manufacture. All of this did not diminish its popularity even as late as 1949 when it was modified to take the 7.62 NATO cartridge then sold to law enforcement agencies as well as some foreign governments.

Neither the bipod or stock rest are issued with the BAR in the Airfix kit or the oversized ammo pouches usually carried on the infantryman's waist belt. Pouches are not given either for the box magazines for the Grease Gun but no doubt these errors will be rectified with later US infantryman 1:32 kits. One item is labelled single ammunition pouch but this is obviously the standard field dressing container issued to all ranks. Spare ammo packs are also missing for the Colt .45 automatic pistol which were carried on the left side of the belt.

US Forces favoured a series of sidearms and many NCOs and officers sported them in spite of the advent of the carbine. In fact many officers carried both weapons. Some Marine units preferred the .38 calibre Smith and Wesson revolver, others the .45 Colt revolver but many still thought the .45 automatic was superior. In military circles the automatic is thought to be one of the finest handguns ever made, and as it has remained the standard sidearm for US Forces since it was adopted in 1911 it has achieved a reputation second only to the German Luger.

The Colt .45 is much better than the Nazi pistol as it fires a heavier cartridge from mechanisms that are extremely robust and reliable. Like the BAR it was designed by John Browning but dates back to 1900 when he and the Colt Company started developing a series of .38 calibre automatics mainly aimed at the military market. Tests carried out in the Spanish-American War proved the .38 round was not powerful enough for army requirements so the government encouraged Colt and Browning to produce a .45 calibre pistol. Model 1911 was the result, weighing 2 lb 7 oz, measuring 8.5 inches overall, and holding seven rounds of ammunition. It soon proved itself in the trenches of World War 1 not only with American troops but also some British divisions as well who were issued with quantities of the weapon purchased from the US. Butt stocks and extended magazines were supplied with some as was the fashion with many automatic pistols of the period so they could be used as a small carbine.

By 1921 minor modifications were requested culminating in model 1911 A1 and since then the pistol has remained unchanged. It is not known just how many were made during World War 2 but something probably in the region of three million found their way into the hands of Allied forces. □



Short and lightweight, the M1 carbine was ideal for the vicious skirmishes of the Pacific jungles.

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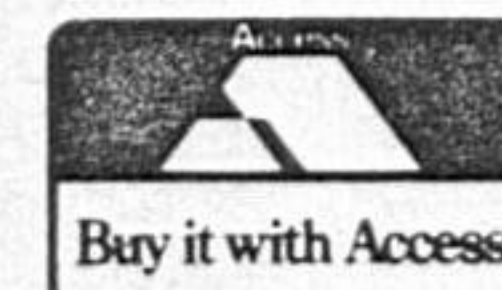
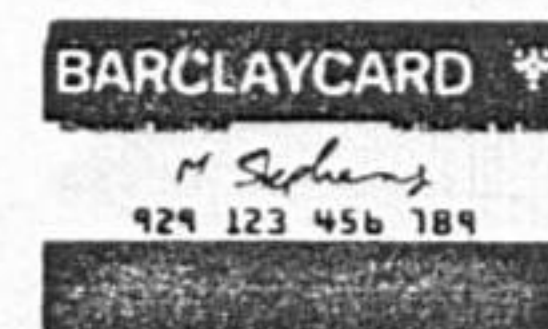
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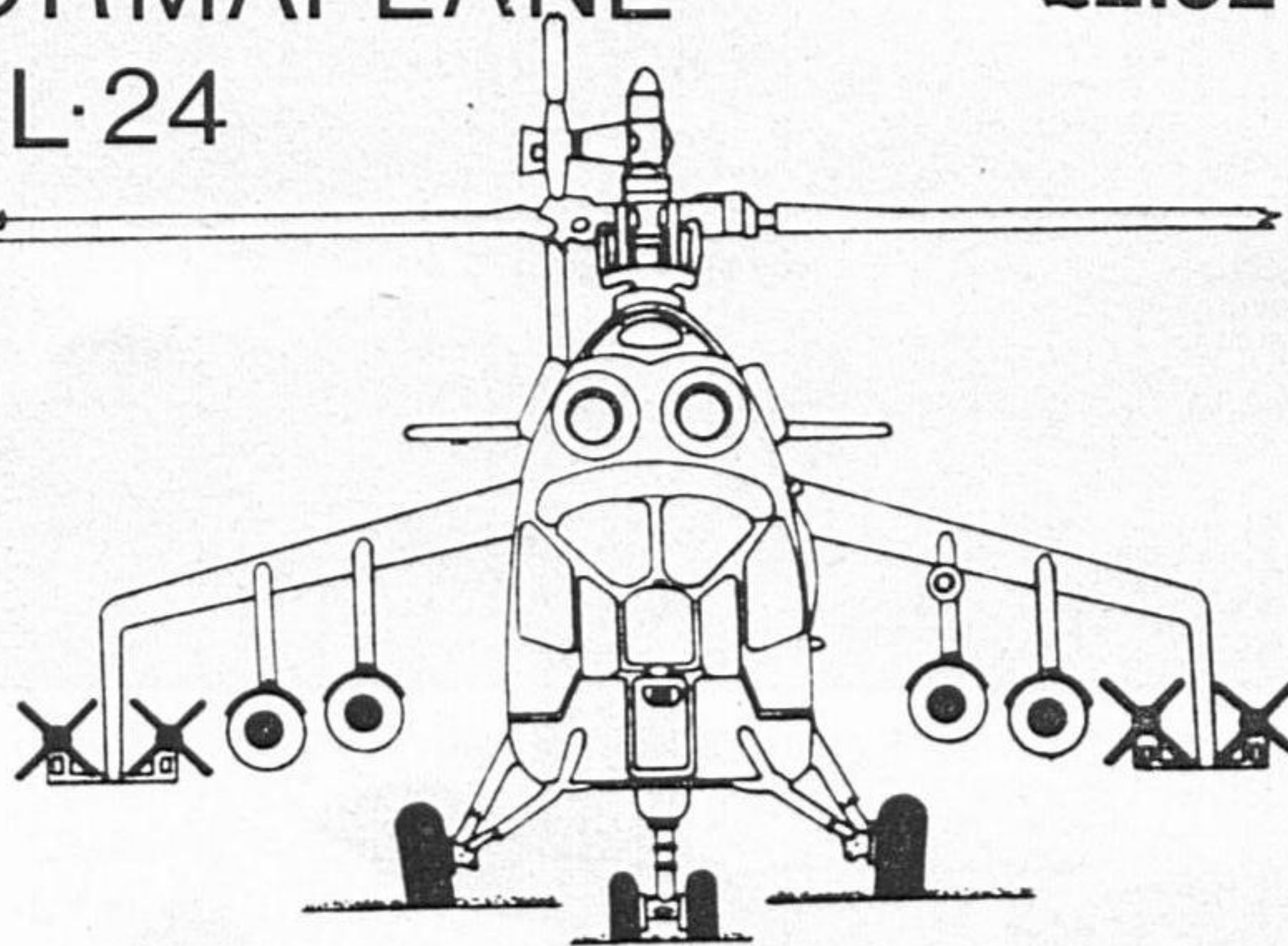


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DEAR SIR, LISTED BELOW ARE MY SIX SELECTIONS IN PREFERENCE OF ORDER (If you have any suggestions you think would improve Formaplane please include these in letter form together with this slip). People not wanting to cut up their magazine please make own list.

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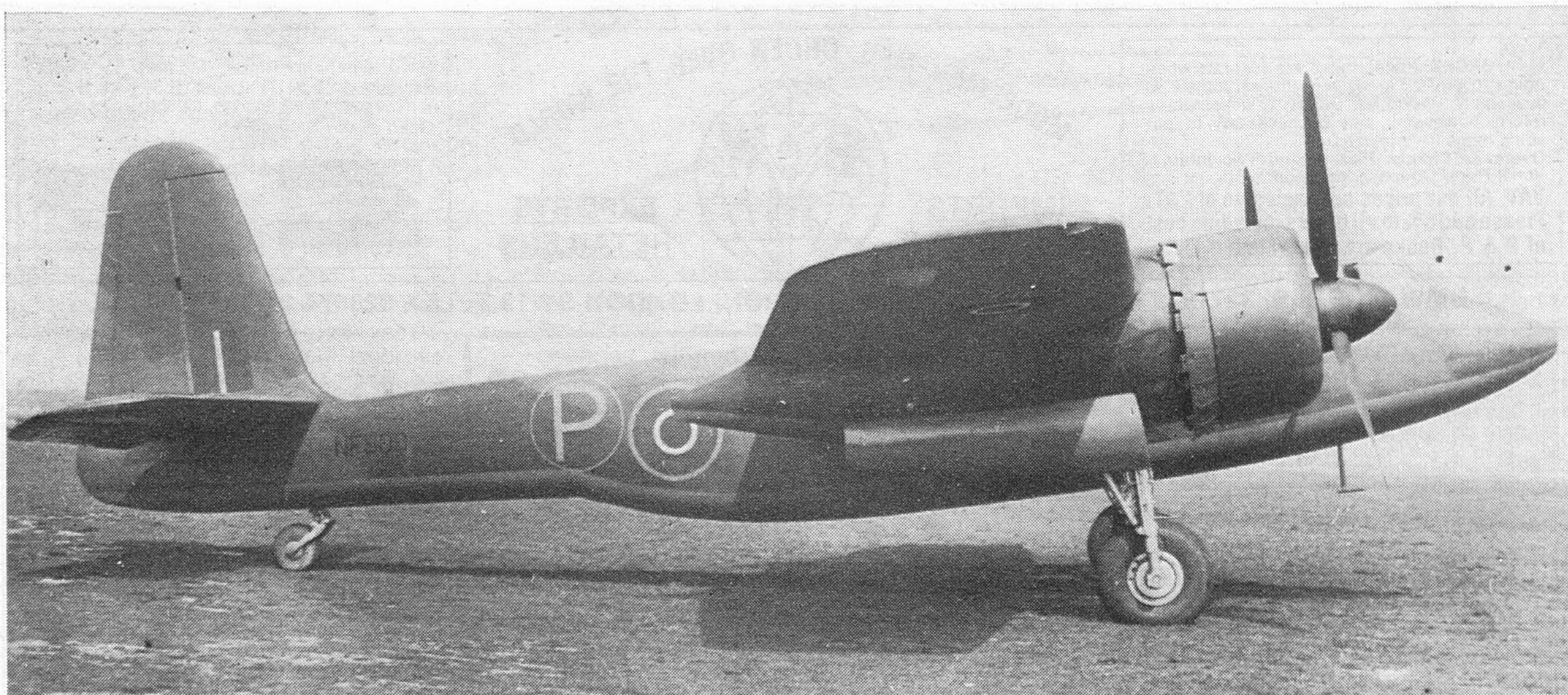
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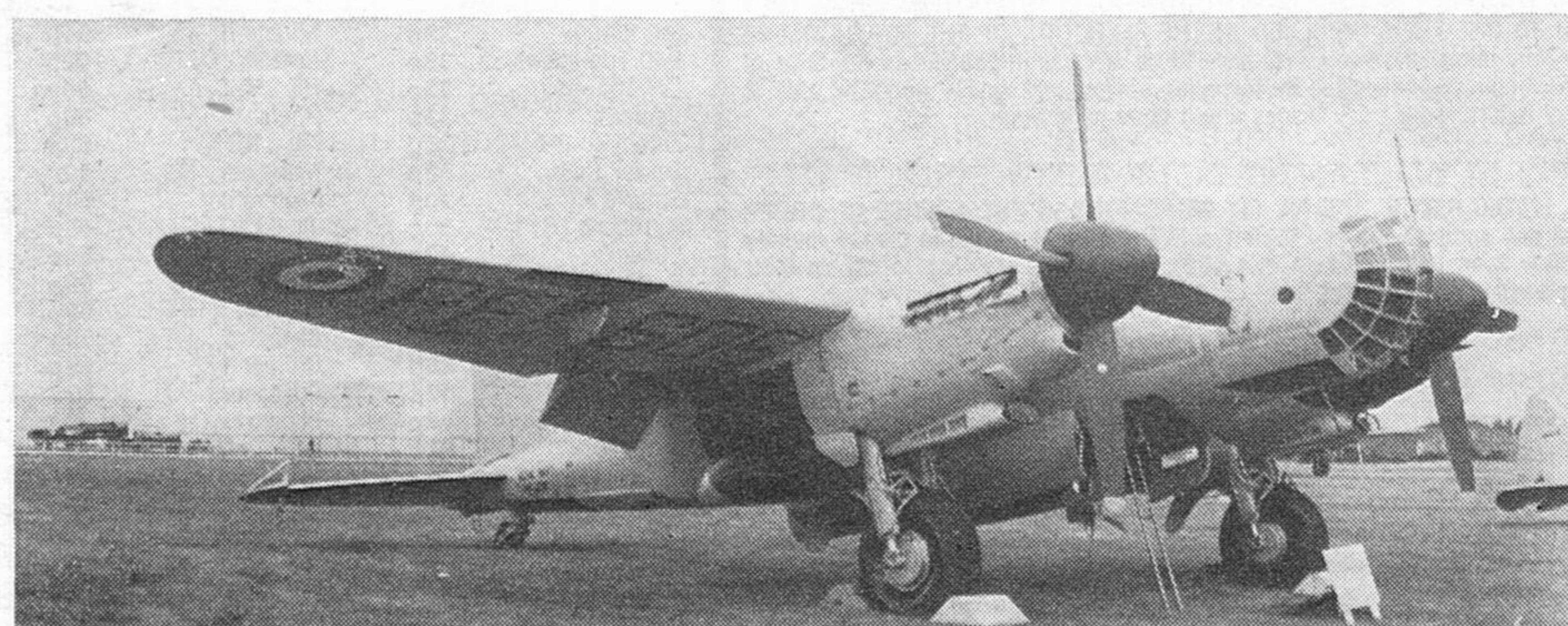
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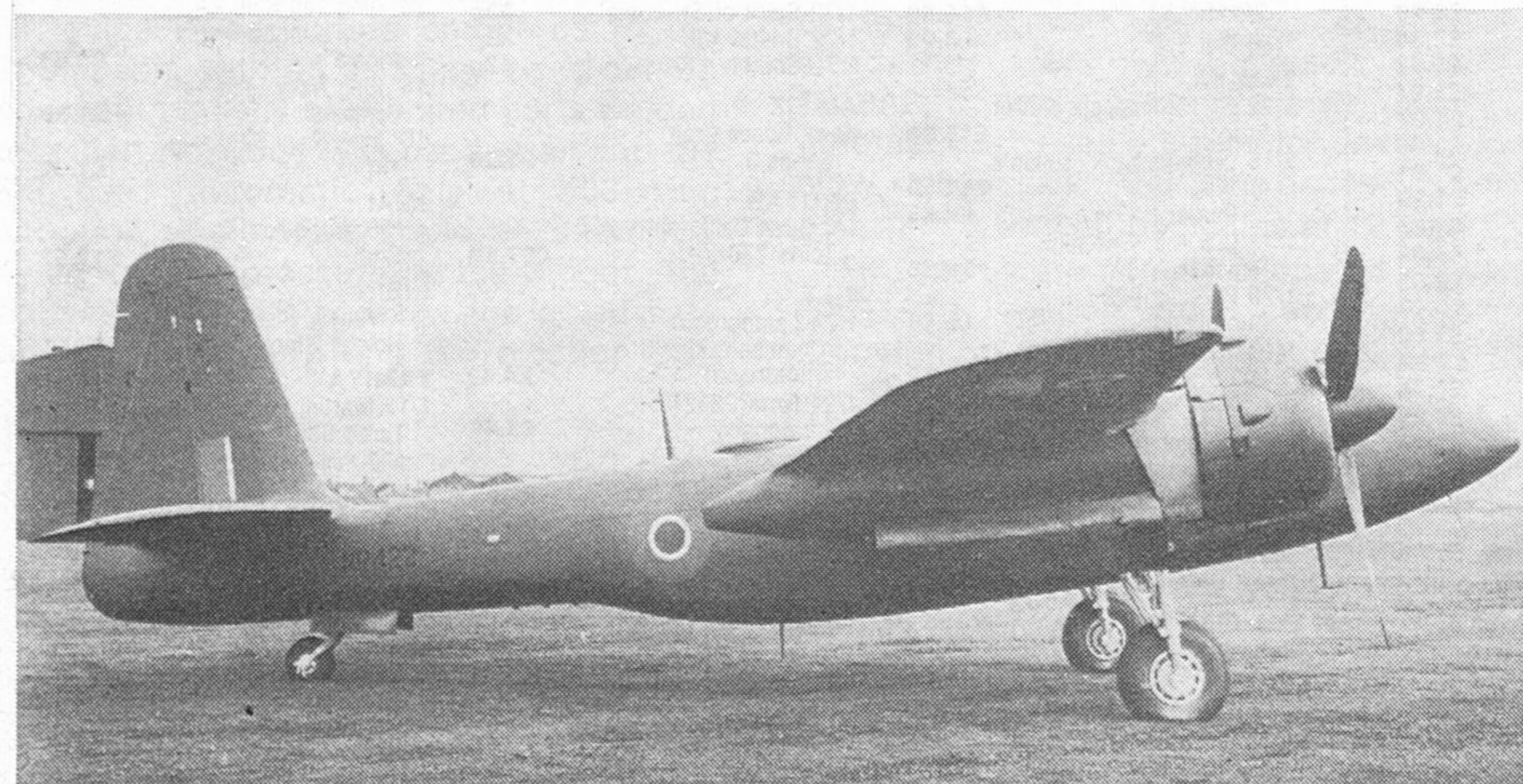
Michael J. F. Bowyer



Part 29 — The ideal target towing aeroplane (contd)
by Michael J. F. Bowyer



Top Miles M 33 Monitor NF900, the first prototype with yellow under surfaces. Note the very clean lines in order to achieve a high speed (IWM). **Above** The 'ugly duckling' Mosquito. A TT 39 with its huge nose transparency for cine recording. Silver with black/yellow under surfaces (Dave Menard). **Below** Ten examples of the Monitor TT II were completed for the Royal Navy, this variant having a dorsal cupola. The batch was serial numbered NP406-425 and this machine was the seventeenth made (IWM).

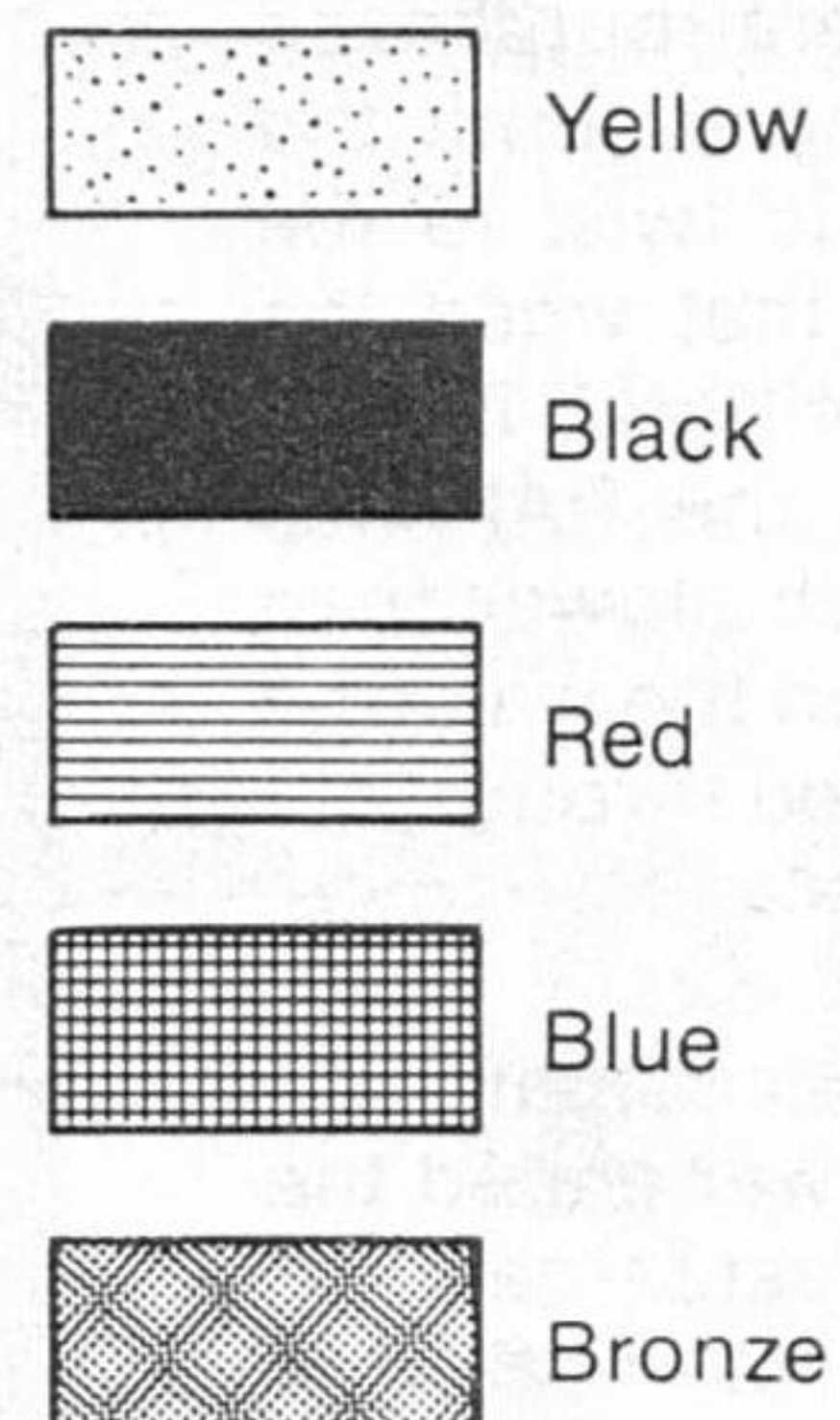
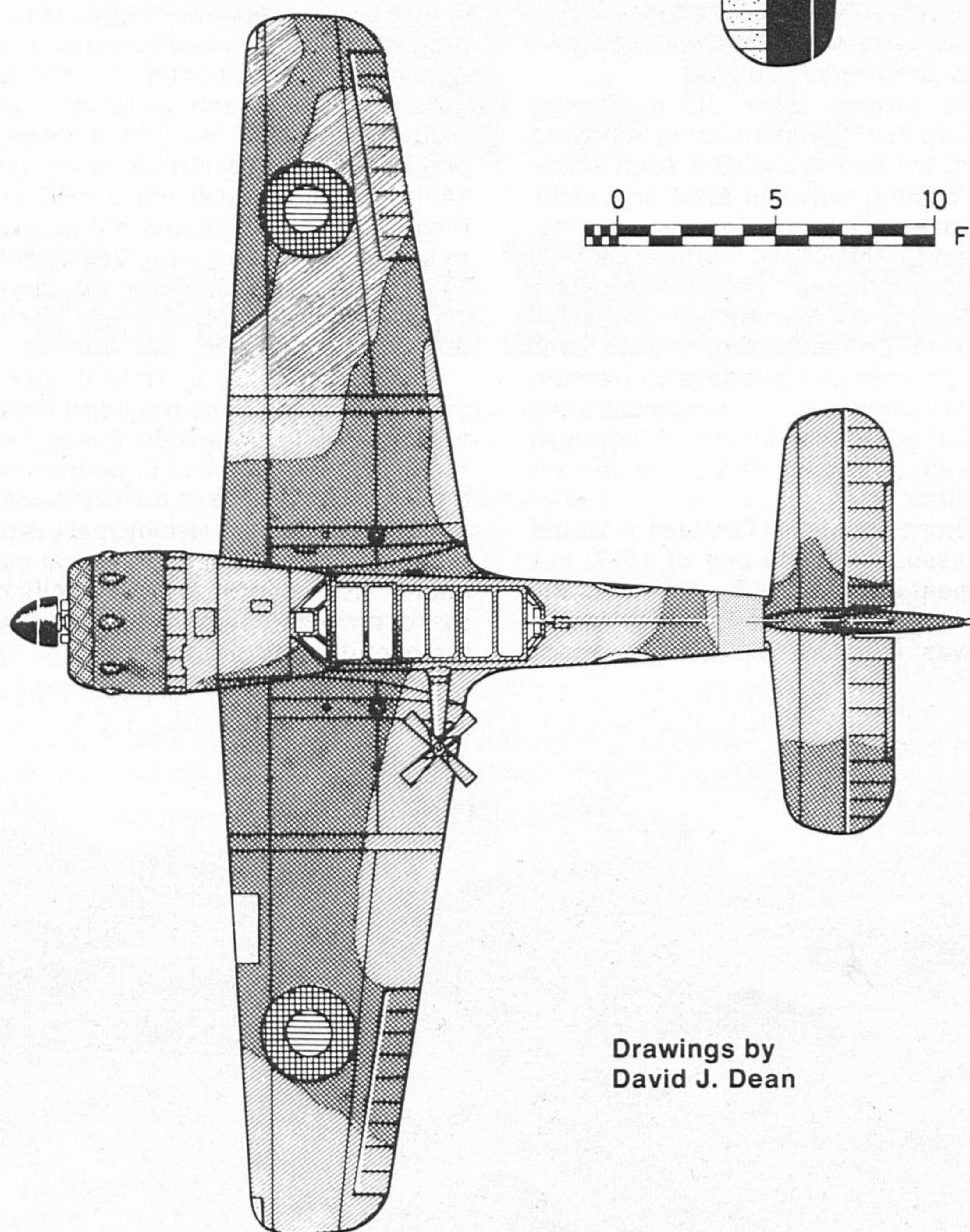
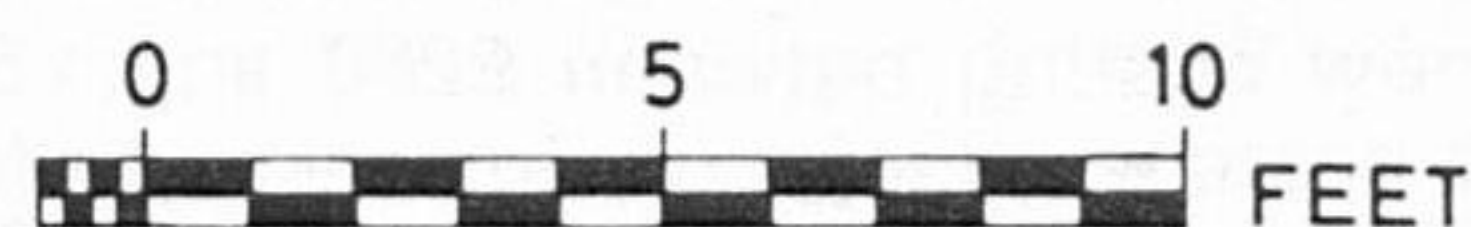
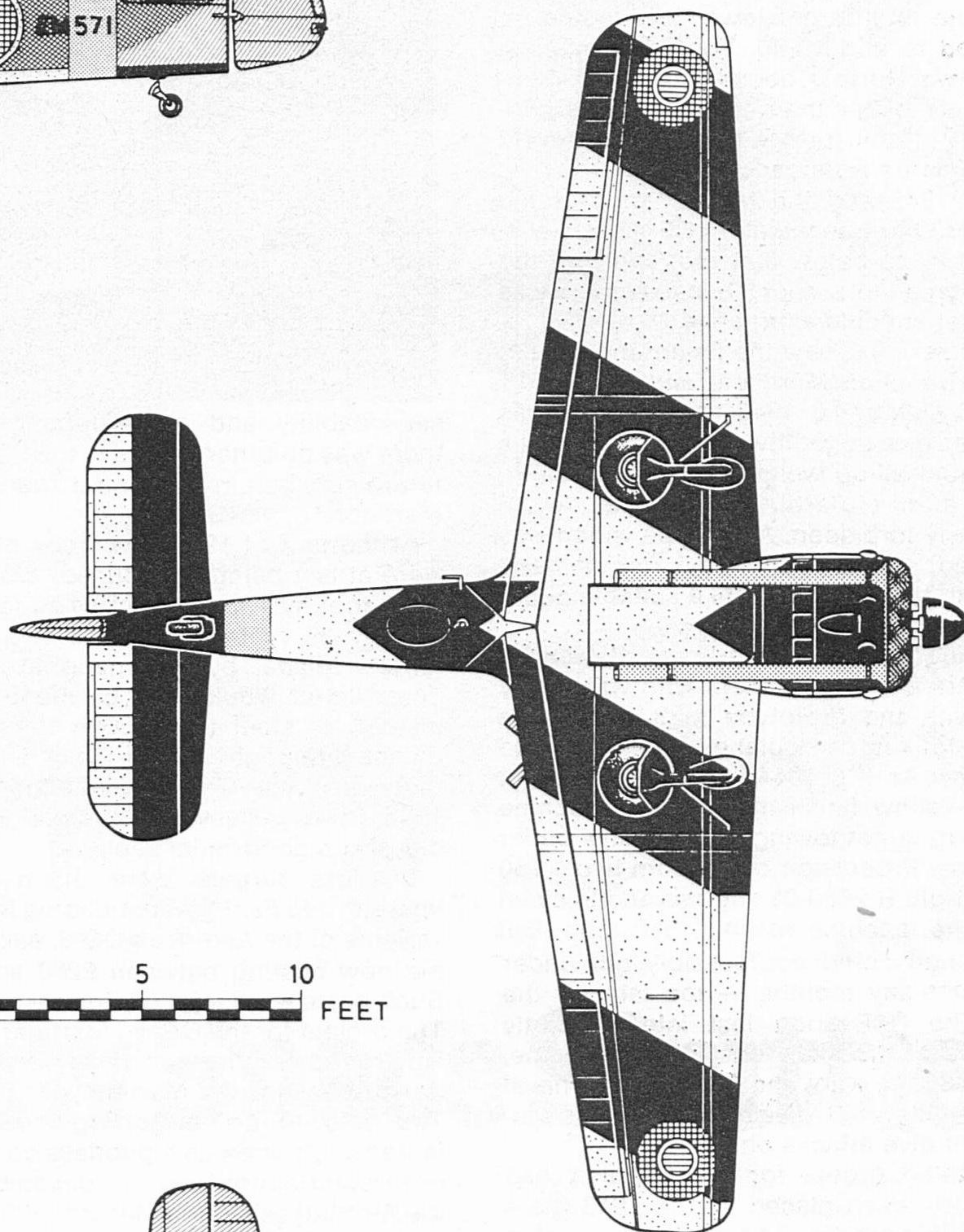
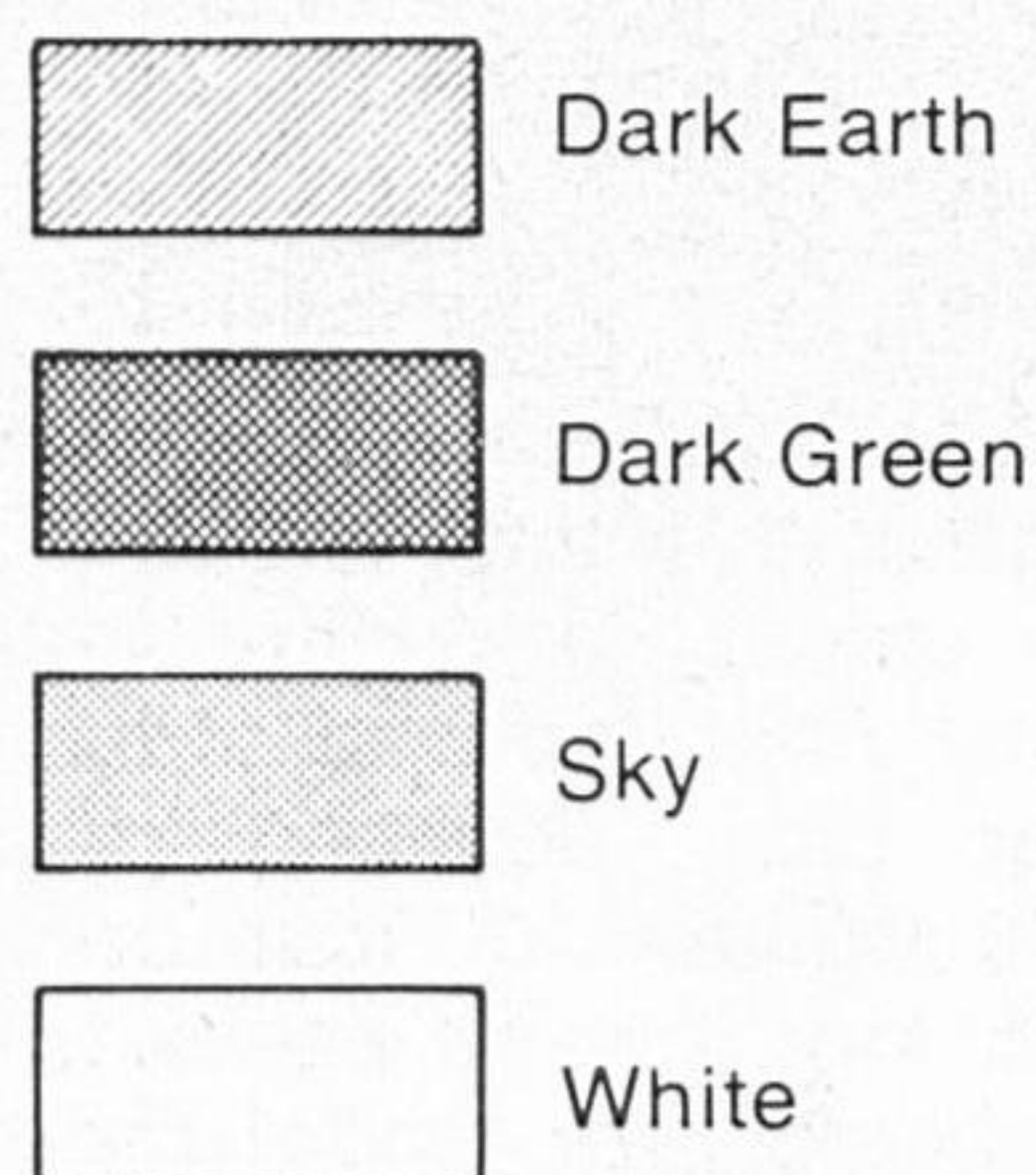
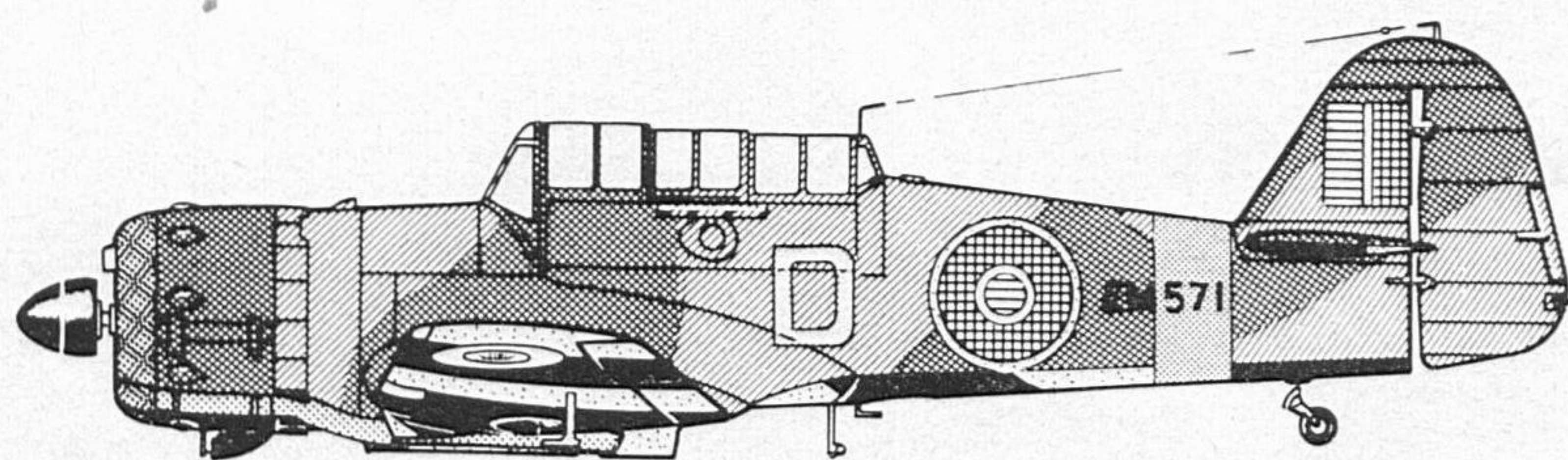


THE PROBLEM OF power plant availability reared its usual head. The ideal engine was air-cooled, for a liquid-cooled engine was prone to overheating during extended towing. Such thinking had led to the Lysander's adoption and more recently to the decision to opt for the Mercury-powered Martinet and the Pratt & Whitney-engined Master III. The Q9/42 would have radials and the Pratt & Whitney Double Wasp was first choice.

Until the new types became available could any others still fill the worrying gaps? The fast Mosquito undoubtedly would have done so, but all production was for operational employment. Beaufighter production was likewise planned, and if a torpedo-fighter emerged then certainly the Beaufighter was a non-starter. Bisleys were needed overseas, and already 530 Hudsons were planned to undertake operational flying. None of these types could possibly be released, even if they proved suitable.

Another serious problem concerned the Douglas Boston. It looked as if it would make a suitable target tower, but plans were now that Bostons should be supplied in quantity to the USSR and there were barely enough to maintain the bomber squadrons in Britain. The Brewster Bermuda, an unknown quantity and earmarked for Army Co-operation Command, would not be reaching the United Kingdom until September 1942 at least. Although a trial target towing installation was fitted to this type the aeroplane was declared totally unfit for use and little more than a structural disaster! The entire British allocation of Vultee Vengeance dive-bombers (another type upon which favour fell) had been set aside for the Far East in a ratio of 1:3 for Australia and India. In 1944 Vengeance IIIs and IVs reached Britain and they served from October 1944 for two years as target towing machines.

Thus it would simply have to be the Q9/42 to which hopes would have to be pinned. Although it would have a better performance than the Martinet it might not reach the 300 mph speed range required at heights between 12,000/15,000 feet. Indeed, forecasts in the spring of 1942 suggested a top towing speed of only 220 mph at 13,000 feet. Ideally it should have Hercules VI engines, but none were freed



Drawings by
David J. Dean

Miles Martinet target tugs saw very widespread service from 1942 into the 1950s. EM571 was first allotted to No 598 Squadron on December 13 1943. A few days later it was passed to No 14 Armament Practice Camp in whose markings it is depicted.

from operational aircraft schemes. It was also clear that it could not enter production in less than 18 months from receipt of an order, and it appeared likely that its introduction would cost the building of 500 Martinets. Therefore it was now decided to go ahead with the conversion of 350 Defiant TT IIIs and order 200 Harvards to be modified for target towing, so that by the end of 1943 the total target tower loss would be reduced to about 240. To ensure against this it was further decided to order more Martinets rather than commence the conversion of still further types. In the event the Harvards were cancelled.

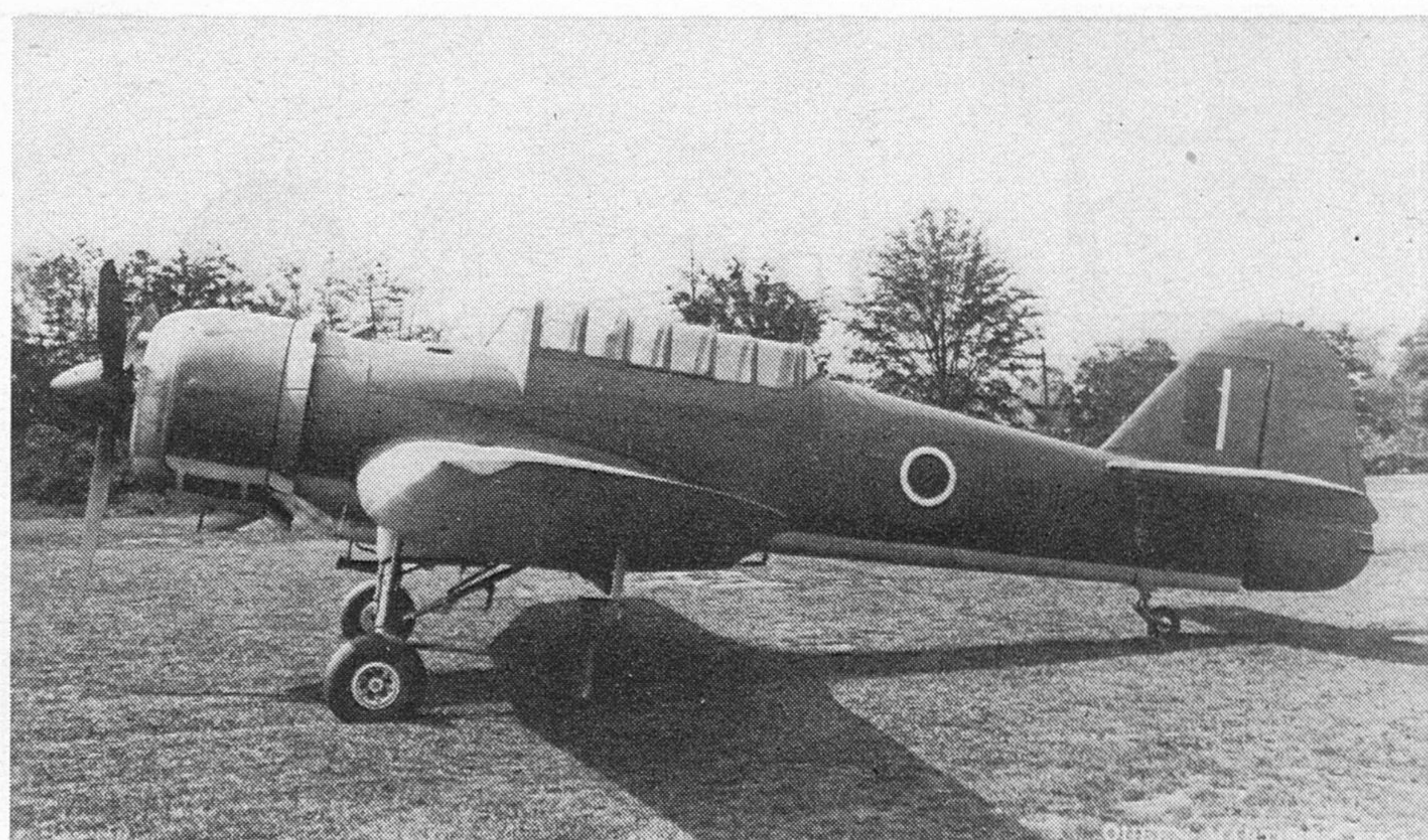
May 1942 and the performance of the Miles M33 to Specification Q9/42 was suspected to be below that required, but the Navy agreed to accept it because there was no other suitable alternative.

Summer 1942 saw the emergence of the first production Martinets and Defiant TT 1s. On October 8 1942 the Martinet was released as a target tower for home use at a maximum all-up weight of 6,600 lb. Spinning and violent manoeuvres were expressly forbidden. An E Type winch was installed, with the attendant risk of hand injury to the operator until a suitable guard was fitted.

Throughout 1943 Martinets flowed in numbers from the makers who were busy now with the prototype M33 Monitor, a stylish-looking aeroplane. The prototype first flew April 5 1944 in Dark Earth-Dark Green-Yellow finish, the second machine featuring target towing black/yellow under surfaces. Propulsion came from two 1,750 bhp Wright R-2600-31 engines and in clean state the machine reached 360 mph. But production could not possibly get under way for many months — too late for the war. The RAF soon lost interest partly because of the likely cost of the scheme. The M33 then went ahead in its Mk II naval version, fitted with dive brakes for the simulation of dive attacks on ships.

Repeated orders for the Martinet had previously been placed and in 1943 there were sufficient for the proposition of a radio-controlled variant, the Queen Martinet. Although there were production conversions they never saw active service. The failure of the Monitor to emerge production-wise in 1944 left a gap which was partly plugged by converting Vengeance dive-bombers to the target towing role, and indeed some were purchased from the Americans and served until the end of 1946. The most ironic twist to the whole target tug story was that when the war ended the Martinet reigned in the greatest numbers and thus the RAF was operating target towers much slower than those with which it had begun the war, and the Henley had only just retired through old age rather than obsolescence. For once, and rarely, this bad state of affairs could not be attributed to political incompetence.

A year and a half after the war ended the RAF was still arguing about fast target tugs now needed to replace the Martinet and Vengeance. In October 1946 it was abruptly decided in desperation that a target towing conversion of the Tempest V could be produced, a path of pathetic expediency. A special winch was required, Type G, but this could not be made available until the end of 1947 at the earliest. Now with the Vengeances enduring very low states of



serviceability and a shortage of spares there was no other choice in the immediate future for their replacement than by . . . Martinets!

At the end of 1946 new types of targets were at last being introduced. These were the 2 foot by 1 foot, 4 feet by 20 feet and 4 feet by 35 feet sleeves and two winged targets made by International Aircraft. These latter would now be made of alloy instead of steel to improve their performance although neither gave very good radar response. They remained in use into 1952. Special sleeves with metal woven in did give a good radar reply.

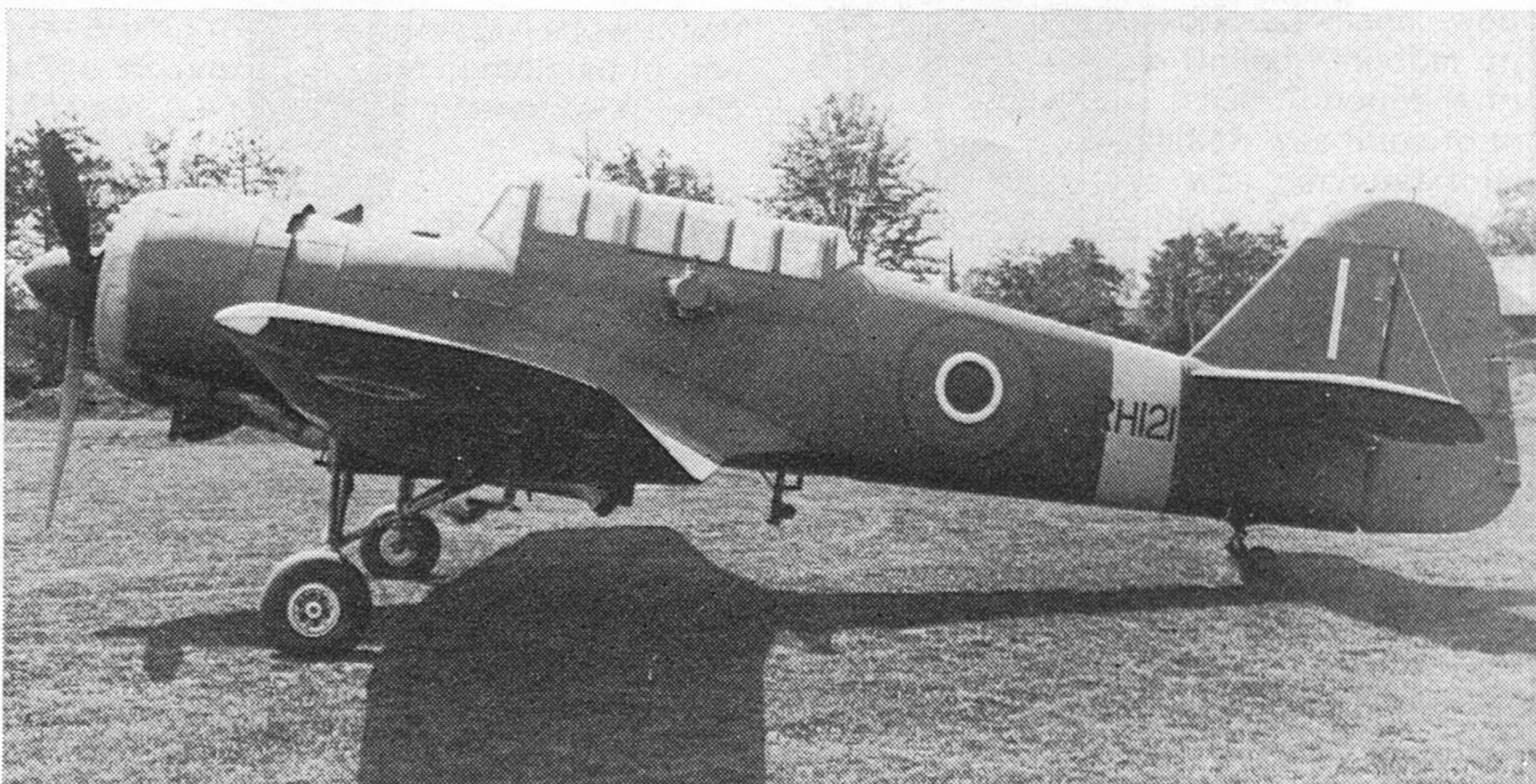
Pilotless targets were again gaining interest, and Fairey were building improved variants of the American OQ-3, each example now costing between £250 and £500. Such costs were a far cry from a linen flag. The project for the Queen Martinet controlled from a Spitfire had finally been abandoned because the Martinet was too slow. The answer to targetting needs was increasingly seen as a pilotless conversion of existing aircraft, and in December 1946 the Air Staff asked the Ministry of Supply to look into the possibility of a drone version of the Meteor IV.

It was hoped that the Tempest V would become available at the end of 1947, but development of the Type G winch was still retarded. Therefore yet another programme was initiated, the conversion of

Beaufighter 10s into target tugs, particularly for use in the Mediterranean Theatre. The Navy, now deprived of the Monitor by post-war cuts, obtained permission to order 30 Mosquito XVIIs to be specially fitted with long glazed noses to accommodate tracking gear, under the designation TT Mk 39. Less than 100 Beaufighters in storage were suitable for conversion at the end of 1948, and it would need to be these that would replace the Martinets.

The slow rate of all aircraft work in the immediate post-war years took its toll of all programmes and whilst eventually the RAF obtained its Beaufighter TT 10s for air-ground gunnery and air-to-air firing the Martinet soldiered on into the expansion period of the 1950s. With a towing speed of 145 mph the Martinet which had plugged the gap for so long could not be expected to give realistic targetting. The Beaufighter TT 10 was not much better and there were various problems when it was decided to use Mosquito TT 35s.

It is probably fair to state that not until the target drone Meteors (particularly useful, along with converted Fairey Fireflies, for missile research and firing training) and the RAF acceptance of the Canberra TT 18 came about was the Henley really replaced. What a remarkable aeroplane that machine might have been in a more exciting role, that of army co-operation and not dragging targets but attacking them. □



Top Queen Martinet RH122 photographed in May 1946 has Sky under surface in place of the normal target towing stripes. Gone, too, is the drogue box beneath the wing centre section (IWM). **Above** Late production Martinet RH121 with winch arm in place and Sky rear fuselage band (IWM).



Revell's New Space Shuttle

NASA's Space Shuttle is the most important step in space exploration since Neil Armstrong set foot on the moon.

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Rail Review



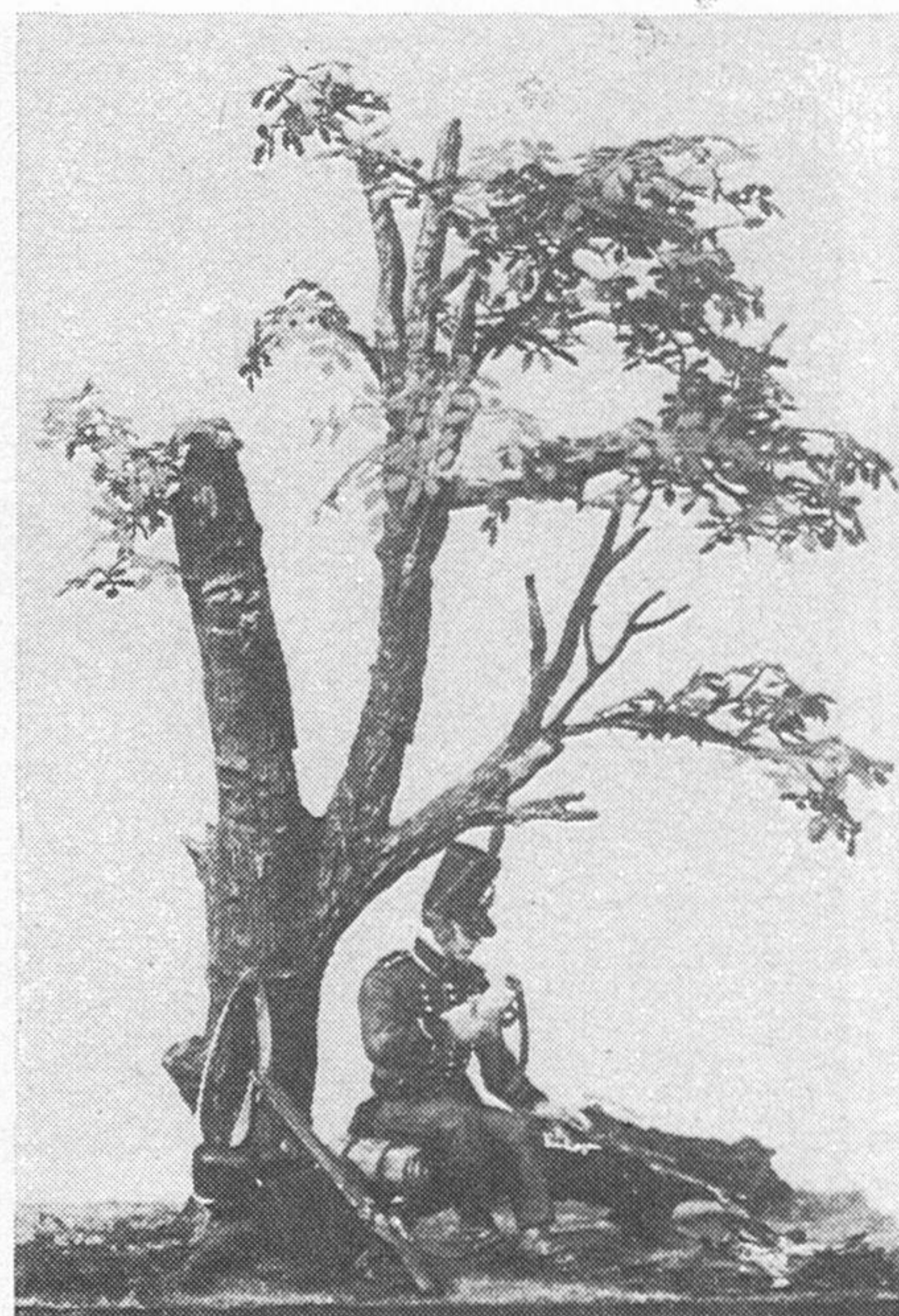
Model trees for railway and military modellers by Michael Andress

UNLESS YOU are modelling an industrial line or a city railway the chances are that you will need numerous trees for your layout. This can be a considerable problem as trees are difficult to model convincingly. Readers who have seen pictures of tree models made by expert scenic modellers, such as G. Iliffe Stokes, will know that it is possible with skill and patience to create realistic replicas, not just of particular species but even of individual real trees. However such work is very time consuming and is not practical if more than just a few trees are needed. A selection of ready made commercial tree models has been available for some time but unfortunately many of these are rather toylike and do not do justice to the rest of the scenic work.

In an attempt to solve this problem John Piper (Accessories) Limited, 25 Cowleaze Road, Kingston-upon-Thames, Surrey KT2 6ED, an architectural model making firm, has recently introduced a range of realistic tree models in ready made and kit form. As these products will be of considerable interest to both railway and military modellers I feel it is worthwhile devoting this month's article to a closer look at this excellent range.

The kit models have trunks and main branches cast in white metal; a single piece for the smaller trees, two or three segments which fit together for the larger models. After gluing together and bending the branches to shape according to the type of tree being modelled the trunk and branches should be painted. Most trees have grey or grey-brown rather than brown bark so look at the real thing for guidance here. The rubberised horsehair provided is broken up, by tearing or cutting, into smaller pieces and these represent the smaller branches of the tree. The pieces are attached with contact adhesive to the main branches shaping them carefully to give a realistic representation of the species being modelled. White glue is applied over this and the cork texture material is sprinkled on; this is a realistic green foliage colour. If you have an airbrush this can be used to spray the tree with another shade of green if you are modelling a variety of tree with leaves of a different colour. For extra variety dead tree kits of trunk and branch castings are also available. The tree kits vary in price according to size and range from approximately 75p to £1.75.

Ready made trees are also offered by this

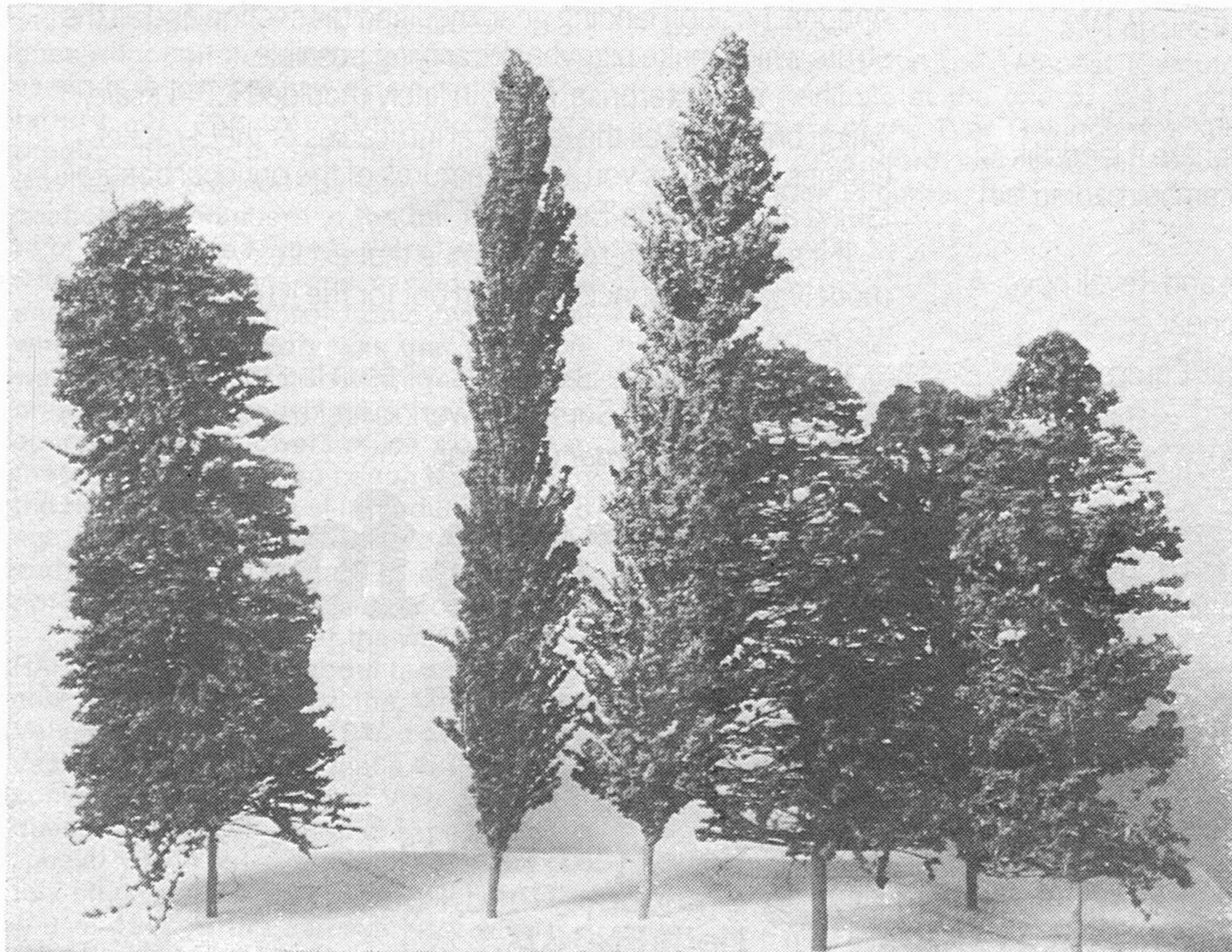


The very realistic effect achieved with the castings and the etched leaves in a 1:32 scale military diorama.

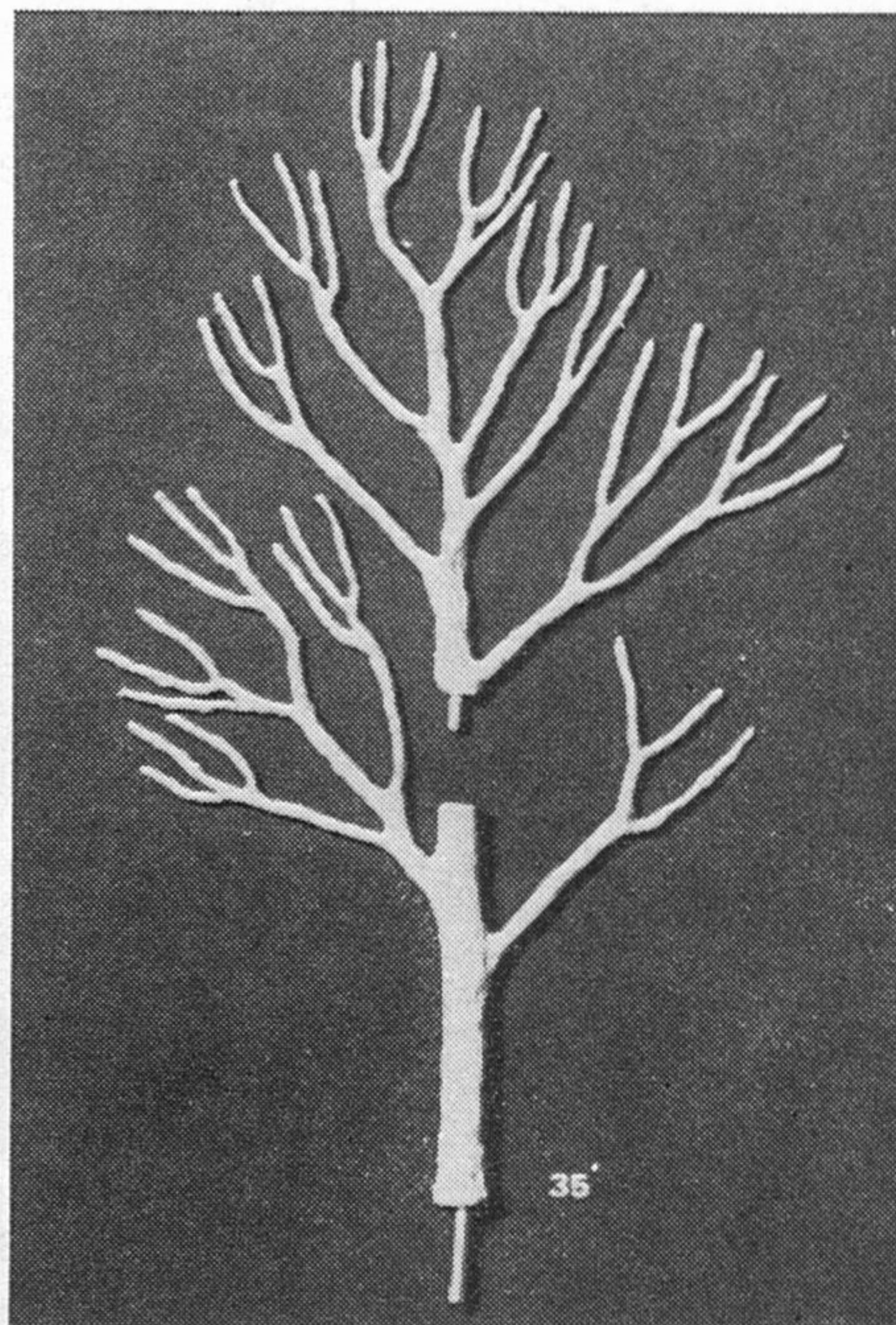
firm. These have a somewhat different construction but are also very effective. They are made in two groups, 'general' which though they are not models of any particular species are realistic and attractive, and particular tree types, including Deciduous, Birch, Fruit Trees and Conifers. Prices again depend on size, for example 1½ inch high at 34p each to 7½ inch high at £1.49 each.

For the military modeller working in 1:32 scale there are sheets of etched brass leaves including Maple, Oak, Ash, Chestnut and 'general' and these used in conjunction with the dead tree kit will produce a very realistic partly leafed tree.

Also in etched brass from this firm are various types of OO scale fencing and even a very neat washing line complete with clothes hanging on it to add a finishing touch to a model garden.



A selection of ready-made tree models of non-specific type.



Example of cast metal trunk and branch.



WEST GERMAN FLAKPANZER GEPARD

This anti-aircraft tank is the most dramatic of all the special purpose variants of the Leopard. It is one of the most sophisticated of all field anti-aircraft weapons. The basis of the Gepard weapon system is the remarkable Oerlikon-Contraves 35 mm gun developed and put into production in the early 1960's.



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Wheels of the RAF



Part 5 — The formative years by Bruce Robertson

UP TO THE formation of the Royal Air Force on April 1 1918, by the amalgamation of the Royal Flying Corps and Royal Naval Air Service, transport had complied with the respective regulations decreed by the War Office and Admiralty. The new Service was inaugurated at a critical period in the war and the deletion of WD and RN markings on their vehicles took place slowly, although King's Regulations for the RAF was promulgated five days before the new Service came into being and it did contain instructions on marking vehicles with the initials RAF.

After the disposal of surplus equipment in 1919, the RAF settled down to peacetime service and regulations on markings became more stringent. In 1925, MT fitters were made responsible for the painting and marking of their own unit's vehicles.

The new Service marking

At the beginning of the 1920s the positioning of the letters 'RAF' in white was decreed for vehicles in service as follows: Leyland heavy tenders — centrally on bodywork; Ford ambulances — top of bodywork; Sentinel steam wagons — centrally on bodywork; Crossley tenders — as illustrated; Crossley cars — right side of dashboard.

In 1922 pressed 'Plates Aluminium, RAF' were issued as RAF stores, referenced 17H/521 for 5-inch letters and 17H/522 for 3-inch letters, for heavy and light tenders respectively. Unlike aluminium used on aircraft they were not anodised, and stencils were provided for protecting the khaki paintwork while they were being polished. These plates replaced the earlier white painted letters. They were not applicable to tankers, which had metal sides and could not be fixed, as on other vehicles, with plated screws.

Re-registration

For identity purposes, RAF vehicles in 1918 had come under two categories, those at home and those overseas or at home with units soon proceeding overseas. At home it was necessary that service transport would bear a civil road registration number, as decreed by the Local Government Board Regulations — the County Councils. These councils were allotted identifying letters on a national basis and issued numbers on a regional basis. The RAF regulations, complying with the civil authorities, decreed number plates front

and rear, with letters/numbers in white characters, 5-inches high in 1/2-inch strokes on a black background.

Vehicles proceeding overseas had temporary dispensation under the War Emergency Regulations. They wore chrome yellow numbers, 5-inches high in 1/2-inch strokes. Motorcycles had number plates not less than half-size of the four-wheeled vehicles.

In 1922 came a complete change in registration. All RAF vehicles in Great Britain were to be registered by Middlesex County Council while those in Ireland remained under local authority. The earlier chrome yellow registrations of vehicles returned from overseas were to be cancelled.

Like most service matters, there were regulations for placing the civil-registered licence forms. These circular certificates were placed below the windscreen on the nearside on Crossley touring cars and landaulettes, and on tenders as illustrated. In RAF parlance, a lorry was a tender and a light transport a van.

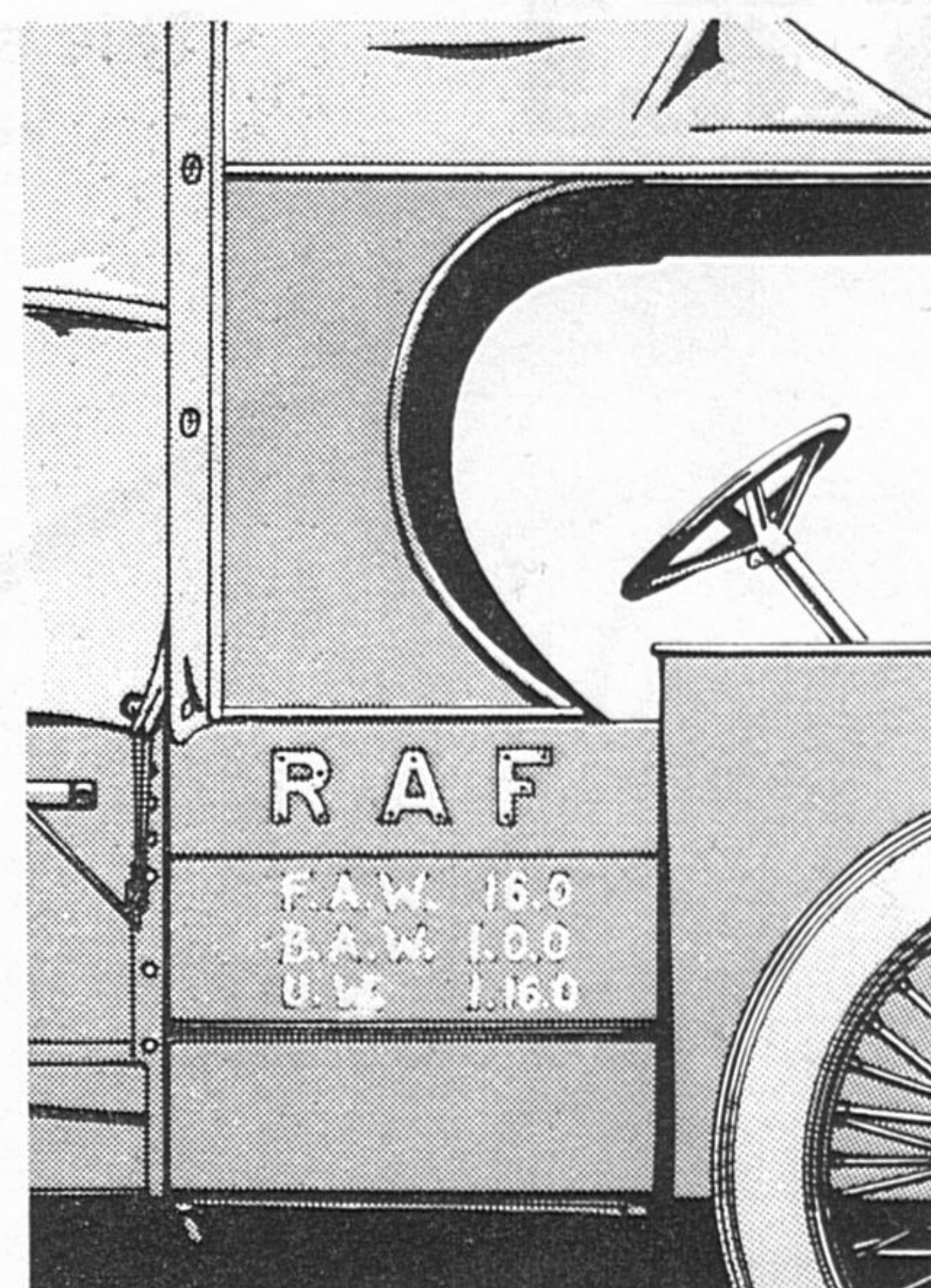
Weight markings

It was a statutory obligation to mark heavy vehicles with their weight in pounds. This marking had to be in white or black to contrast in not less than 1-inch high characters at the bottom offside of the cab on all tenders, heavy or light. On trailers the weight was similarly marked, positioned on the offside, front end of the side frame.

Special vehicles

The RAF had a number of specialist vehicles for various uses. In the early 1920s the service owned electric trucks for distribution to various depots, and including one for No 4 Squadron at Farnborough and another for the Central Flying School, Netheravon. Following a review of these vehicles they were redistributed in 1922 as follows: six to Inland Area Aircraft Depot, Henlow; three to Stores Depot, Milton; two each Packing Depot, Ascot and Engine Repair Depot, Abbassia and one each MT Repair Depot, Shrewsbury and Aircraft Park (later Depot) Baghdad.

While hay and grass cutting on airfields was a matter for local contract, six stations with a wide expanse to maintain (viz Andover, Cranwell, Halton, Henlow, Netheravon and Uxbridge) were permitted Ransomes or Green motor mowers. Rollers



Above Crossley tender with original painted RAF replaced by aluminium plates introduced in 1922. The statutory weight markings then applicable to all vehicles were placed on the offside.

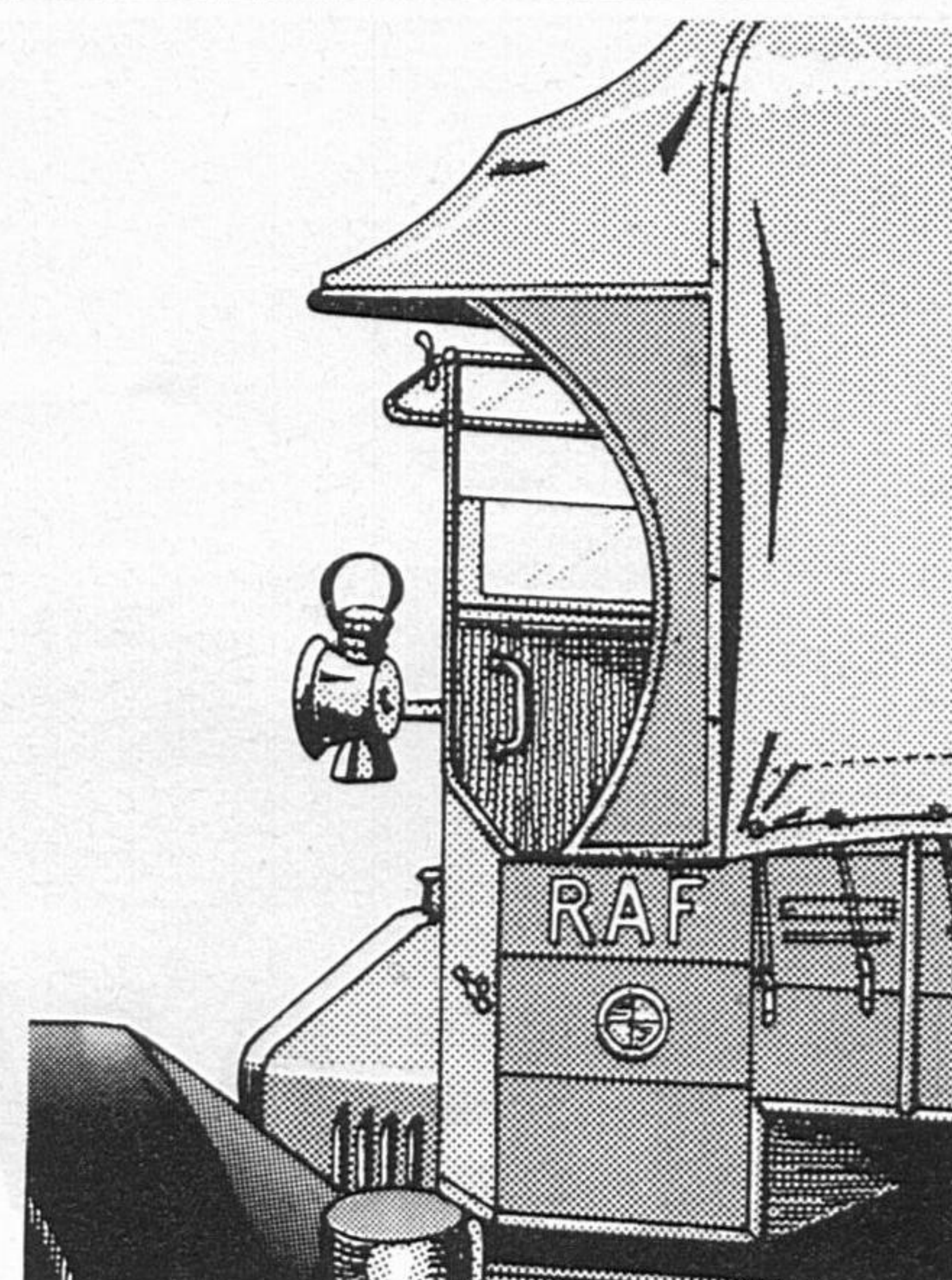
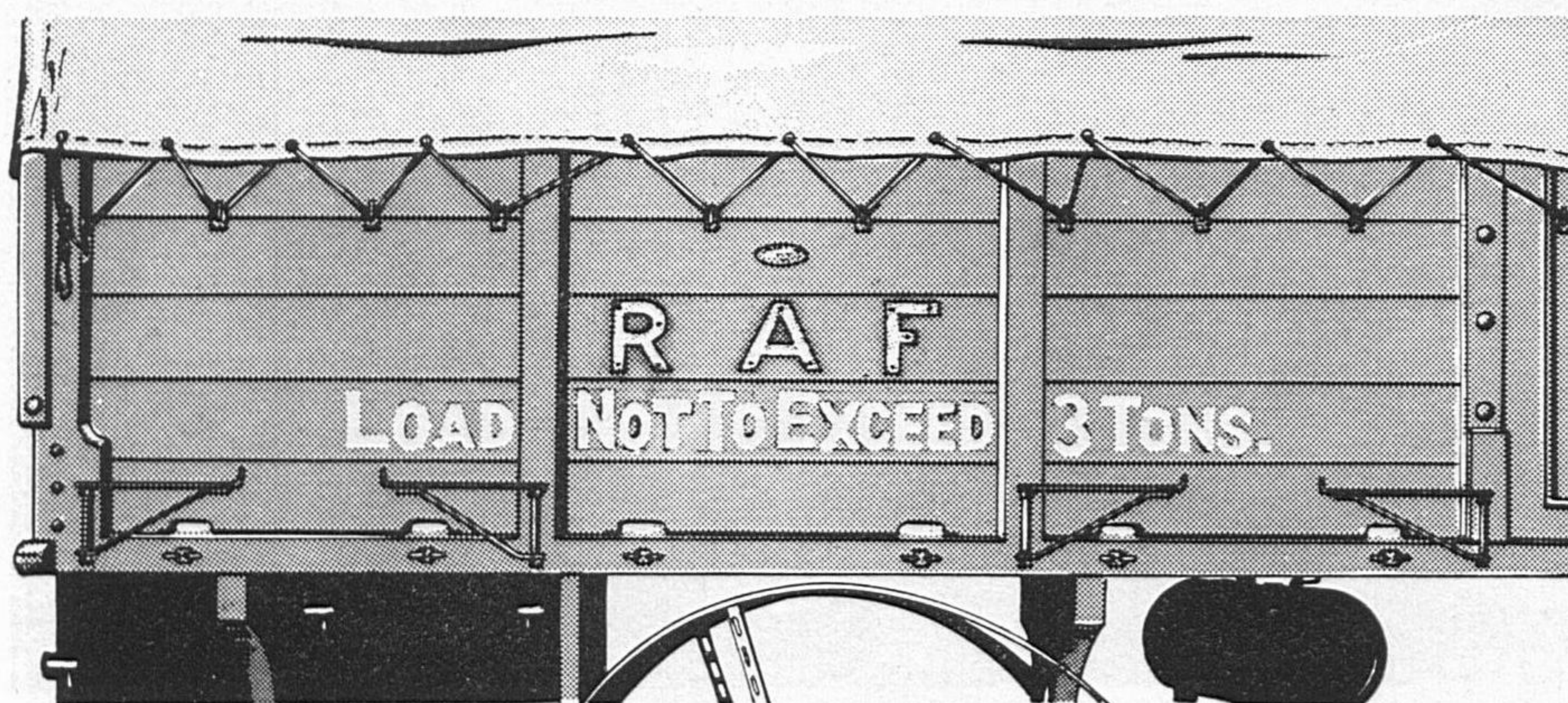


Not as may be thought, AM for Air Ministry, but because this RFC Crossley tender was registered in Wiltshire, its prefix letters are AM.

were important items for grass airfields where a single molehill could cause a light aircraft to nose over on landing. Some 30 Barford & Perkins D4 Type 5-ton rollers were maintained and distributed to various airfields such as Duxford, Eastchurch and Kenley. Of all the specialist vehicles the Hucks starter was unique, and this famous vehicle will be dealt with later in the series.

Types and capacity

RAF transport was mainly concerned with equipment, but for exercises, detachments, recovery and liaison, all vehicles were used as passenger transports. The main RAF vehicles types and their



Top left This drawing shows the large aluminium RAF plates as applied to Leyland tenders which retained their original Army khaki paintwork and also the original War Department maximum load instructions. **Above** Crossley tenders carried the RAF marking painted on the sides of the cab with the licence plates fixed beneath on the nearside. **Left** Vehicles and aircraft were often in conflict! Here a BE2e has hit an airfield roller as it came in to land (All drawings by Peter G. Cooksley).



1938, as and when vehicles were due for re-painting.

Blue-grey overall was adopted as the overall colour for all RAF mechanical transport vehicles with certain exceptions. Vehicles in Iraq, all RAF armoured cars, armoured tenders and W/T trucks operating with armoured cars were to be khaki, and ambulances in use overseas were to be white. The RAF had been changing over to blue from khaki since 1930 when the standard khaki canvas for hoods and tilts changed to blue/grey for all vehicles except touring cars which had black hoods.

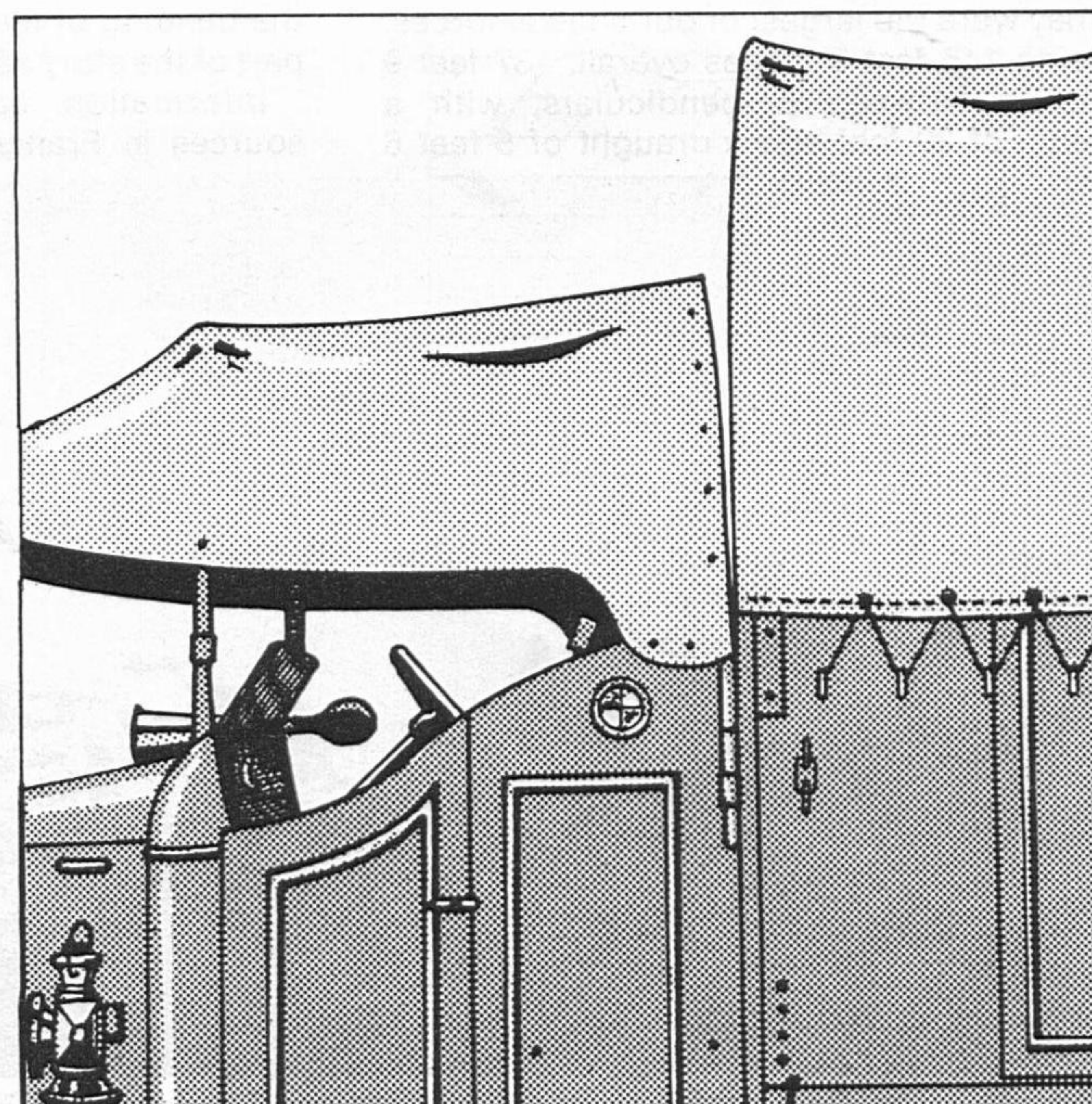
passenger-capacity in the 1920s are as listed below.

The various touring cars used by senior officers were permitted five passengers with two only in the front seats. The famous standard Leyland and Crossley tenders will be examined in detail later.

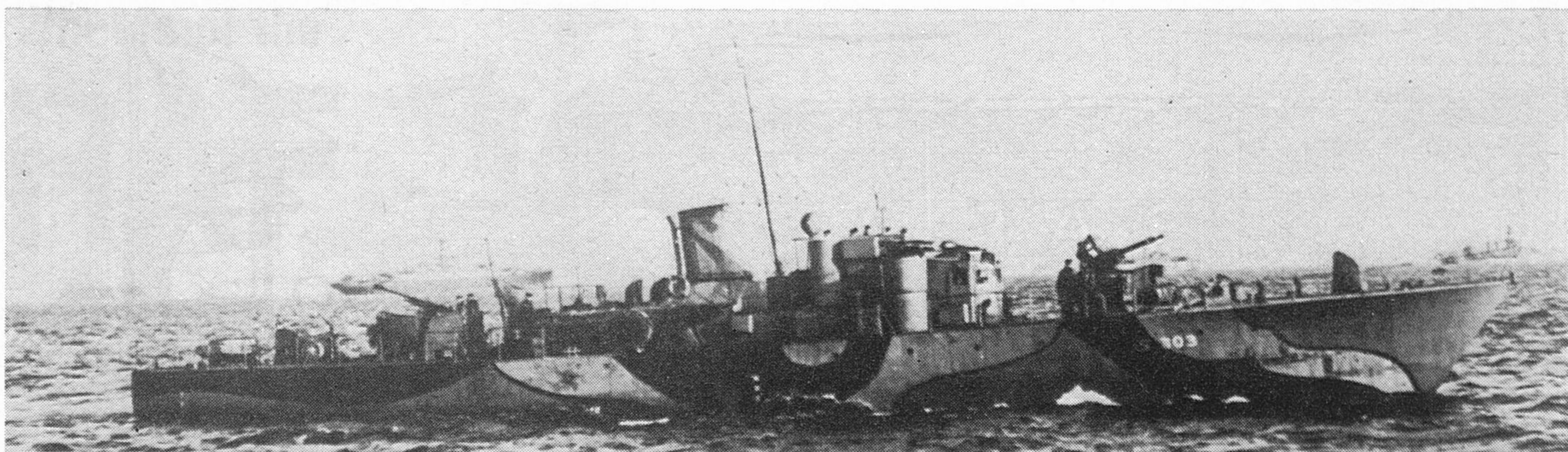
General finish change

Simultaneous with the general adoption of aircraft camouflage in 1937, regulations on the finish of RAF vehicles were promulgated late in 1937 and became effective in

Right Standard position for licence holder on Leyland tenders.



RAF Vehicle Type	Number of Passengers	
	Coach body	Driving seat
Leyland 3-ton Tender	30	3
Leyland 30 cwt Tender	15	3
Crossley 30 cwt Tender	20	3
Crossley 15 cwt Tender	12	2
Morris 25 cwt Van Class A	16	2
Morris 30 cwt Van Class B1	18	2
Morris 20 cwt Van Class B	18	2
Ford 1-ton Van	12	2
Ford 7 cwt Van	6	2
Trojan Vans	4	2



STEAM GUN BOATS

The Royal Navy's steam turbine powered gun boats of World War 2
described by **John Lambert**

EARLY IN World War 2 the director of Naval Construction authorised the design of a new super Motor Torpedo Boat combined with Motor Gun Boat to provide a joint design capable of performing both duties in one hull. This would help alleviate the shortage of MTBs and destroyers, and the German advantage in that the Axis units had the safer, more efficient, diesel engines in their 'E' boats, with the much reduced risk of fire.

The result of this study in early 1940 was the steel-hulled, steam-powered SGB, virtually a miniature destroyer, and the largest of our coastal forces.

The drawing is obtained from official plans as supplied by the draught room at the National Maritime Museum at Greenwich. As the original is in poor condition I have completely redrawn the ship as she was finished in July 1942.

A total of some 60 SGBs was planned, in order to provide a force of all-weather dual-purpose MTB/MGBs, but it was found that the design had built-in drawbacks. They were the largest of our coastal forces, being 145 feet 3 inches overall, 137 feet 9 inches between perpendiculars, with a beam of 20 feet and a draught of 5 feet 6

inches at normal load.

Powered by a new innovation of our Navy in the shape of lightweight high-powered steam turbines, and a new revolutionary lightweight 'flash' boiler. This developed some 8,000 shaft horse power on the two shafts.

The hull was of steel, as opposed to the normal wooden hulls of their smaller sisters, and as designed these new craft were perhaps the most graceful ships of all.

By mid-1942 the first of these new units were completing and undergoing trials. These 'Denny steam gun boats', as they were unofficially called, began to commission and work up. As was usual in war, there was no time to do long trials and work up slowly to iron out all the problems of this new untried design.

The seven units of the design were all completed in a period from February to July 1942. From the problems that were presented in service, as well as the added problems of construction using specialised plant and material, it was decided to cancel the building of the additional units. Here is part of the story as to how this came about.

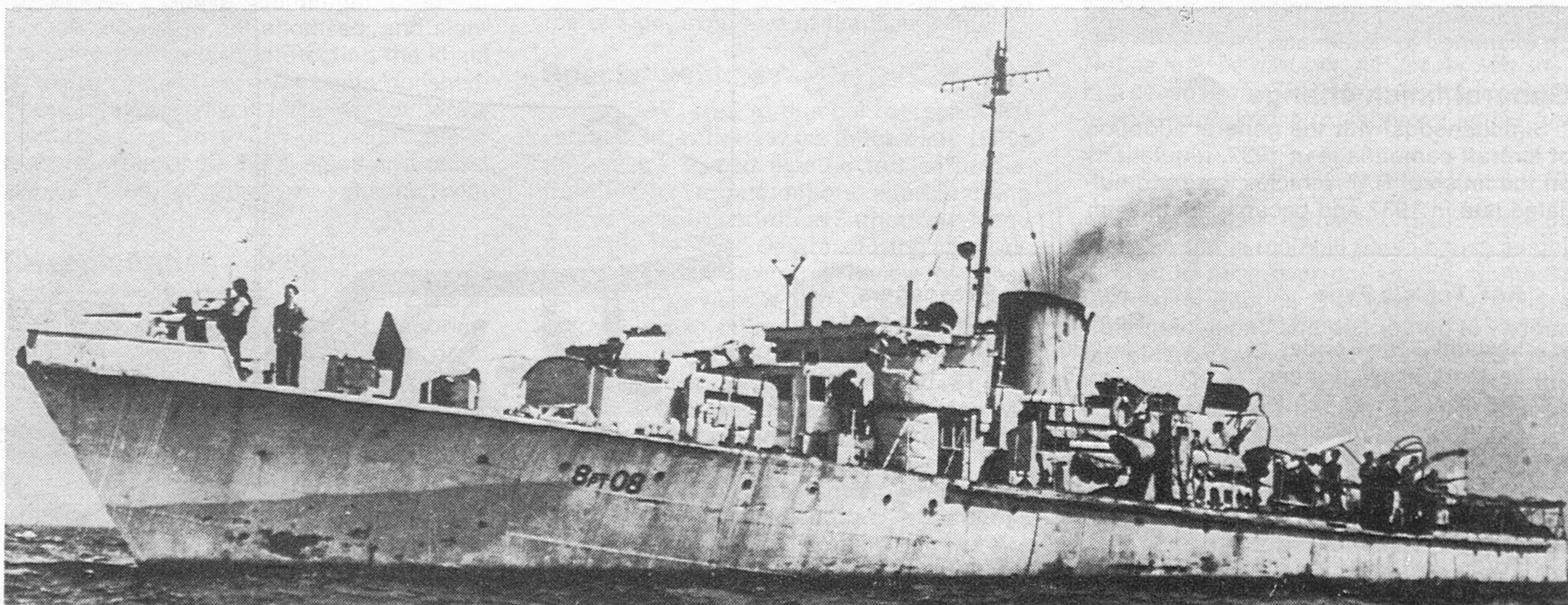
Information came to England from sources in France that the German Navy

had a small convoy departing from Le Havre, composed of two merchant ships with a close escort of a number of powerful 'S' boats (*Schnellbootes*), the heavier German coastal craft.

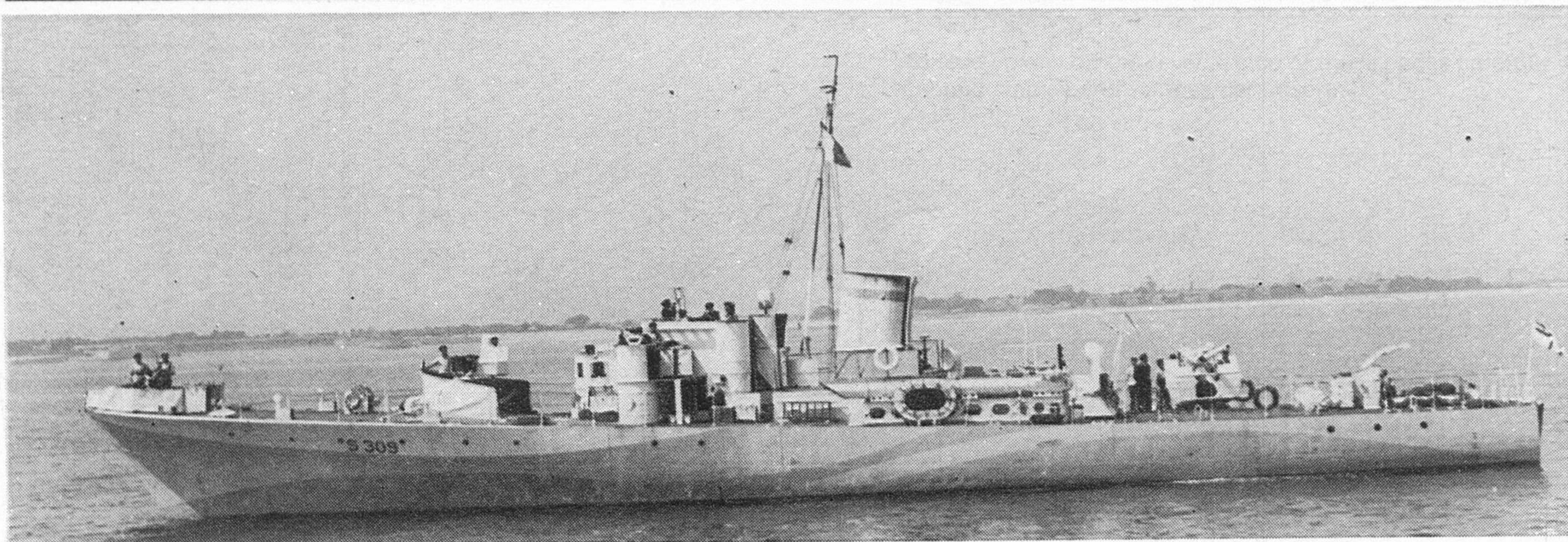
On the evening of June 18 1942, three SGBs, numbers 6, 7, and 8, in company with the 1,050-ton 'Hunt' Class destroyer HMS *Albrighton*, set out from the coast to intercept the German convoy and its escort. All was going to plan with the force of RN ships proceeding off 'Baie de Seine' shortly after 0100 the next morning.

Then SGB 6 had an engine defect, and lost contact with the remainder of the force, and returned to Portsmouth on her own. By 0230 *Albrighton* had made radar contact with the enemy, which was only some 2½ miles ahead in the darkness. She informed the remaining two SGBs of the enemy's location and then opened fire on the target with starshell from her twin 4-inch H/A guns, also engaging them with other guns.

The two steam gun boats moved in closer, working up to full speed. The destroyer withdrew, allowing them a free rein, whilst continuing to expose the target with starshell from her heavier guns.



Top HMS Grey Seal with 2 pdr pom-pom forward. Above HMS Grey Wolf with spray shield for 20 mm bow gun.



This showed the larger German ship of some 3,000 tons, behind the smaller merchantman. The two gunboats engaged the escorting warships with heavy fire, one 'S' boat being badly damaged by pom-pom shells (2 pdr) from SGB 8. The two attacking ships then turned to port to pass behind the enemy column, and reduced speed to fire torpedoes at the largest German unit. No 8 fired first and her fish scored a hit and No 7 also fired. After this things became confused, with the German 'S' boats attacking, and SGB 8 took avoiding action, and lost contact with her sister.

SGB 8 broke off the engagement, and the destroyer remained in the area to search for the missing gunboat. By 0415, with dawn breaking and no sign of her missing consort, she too returned home.

It was later established that SGB 7 had, in fact, been sunk by the German escort, and that most of her crew, including her CO Lieutenant Barnet, had been rescued and made prisoner. No 7's torpedo attack had in fact finished off the larger German merchant ship.

Whilst the new tactics, of using a small destroyer equipped with radar to direct and control the small more nimble units, had proved to be a success, the loss of the gun boat on its first major sortie had proved to be rather a disaster. It had been due primar-

ily to damage caused in the highly vulnerable machinery spaces, which were an invitation to high velocity 20 mm fire, aided by the steam plant's poor acceleration.

Due to this and the fact that these new craft tied up the production of blade cutting plant for destroyers, and other problems associated with the machinery, the large numbers planned were cut back and only seven of the class were completed.

As a result of the drawback the existing boats were re-fitted with $\frac{3}{4}$ -inch armour plating over the machinery spaces, and an increased armament.

This increase in weight reduced their maximum speed from 35 to 30 knots, and as a larger ship's company was required to man the additional armament the complement was increased from 27 to 34. The designed displacement of 165 tons had increased to some 260 tons by the addition of the guns and equipment.

After these modifications the remaining units continued in the roll of senior gun boat, adding firepower on sorties with their lighter and less heavily armed MTBs.

Referring to the drawing we can see that SGB 9 possessed some considerable firepower: a single 20 mm Mk IV Oerlikon gun forward, and a single high velocity 2 pdr Mk IIc gun in a power-operated mounting in front of the bridge; twin .5-inch

S.309 Grey Goose shown off Gosport in 1942. Note the camouflage effect in changing the shape of her bow.

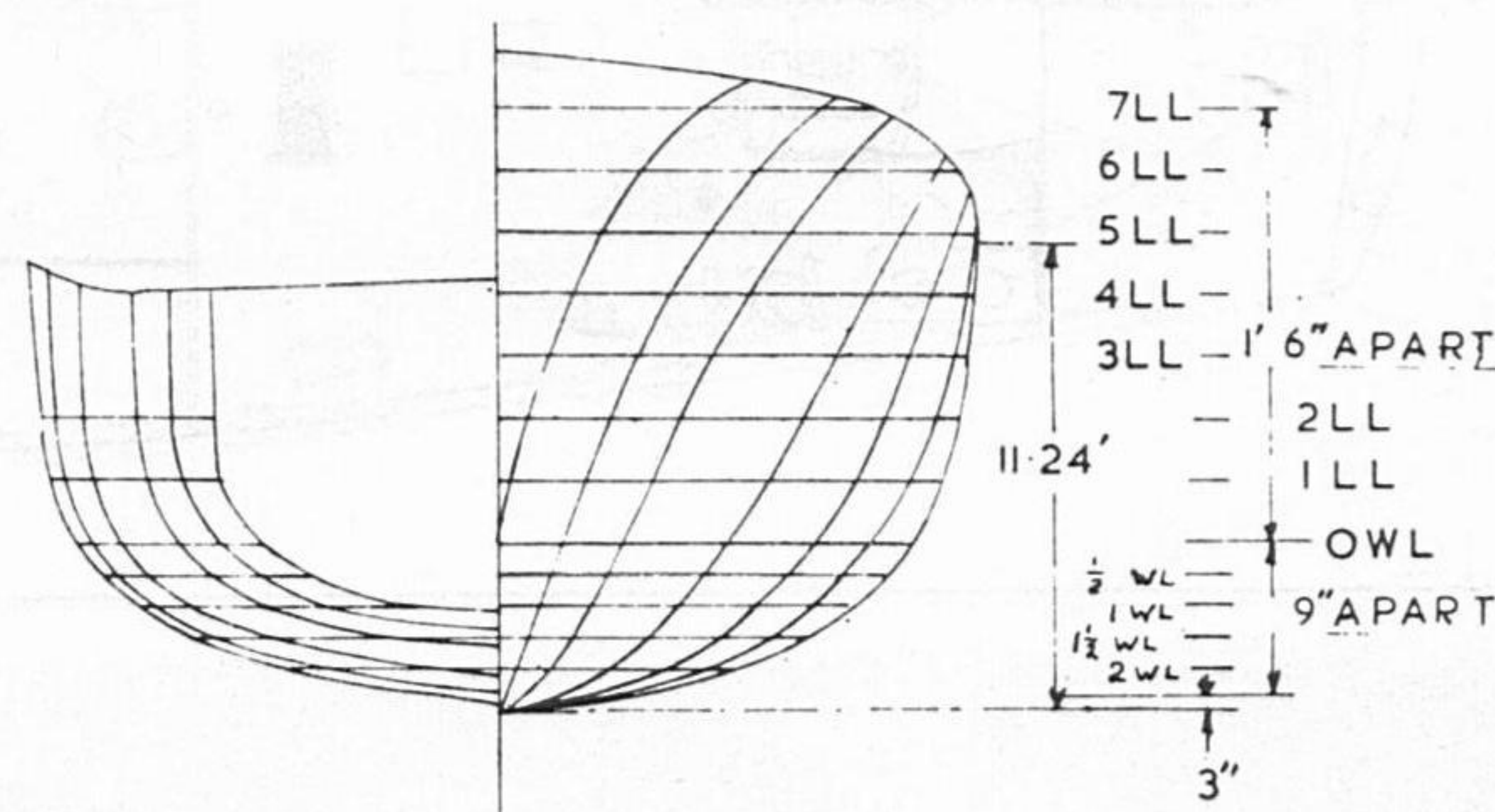
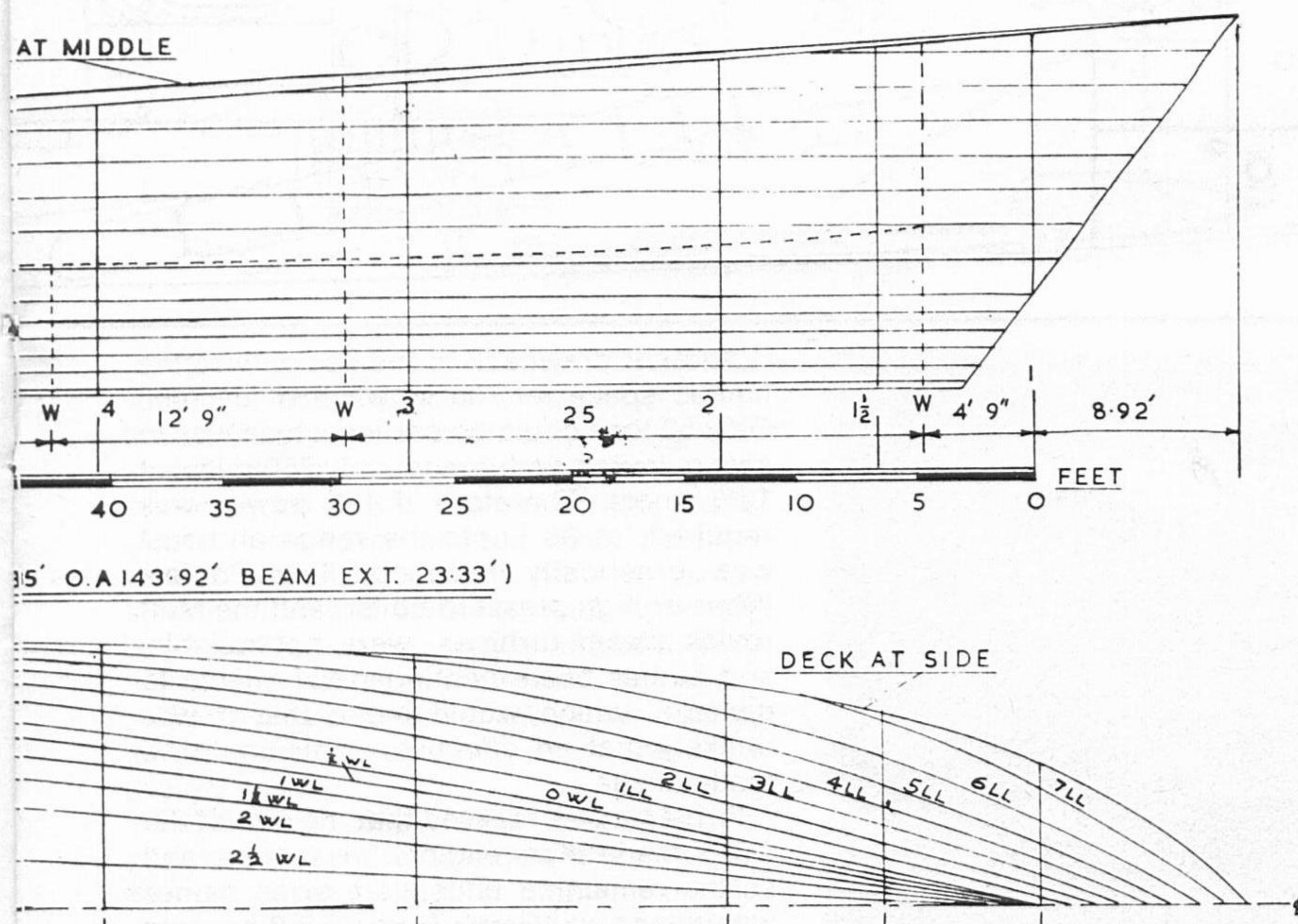
machine-guns in powered mountings on each side of the bridge, and the main punch in her two single 21-inch torpedo tubes, one each side; further aft was a platform with a Mark II's Holman Projector, a gun for throwing bombs at low flying aircraft, and operated by steam pressure as a propellant. It fired a single Mills bomb into the path of enemy aircraft.

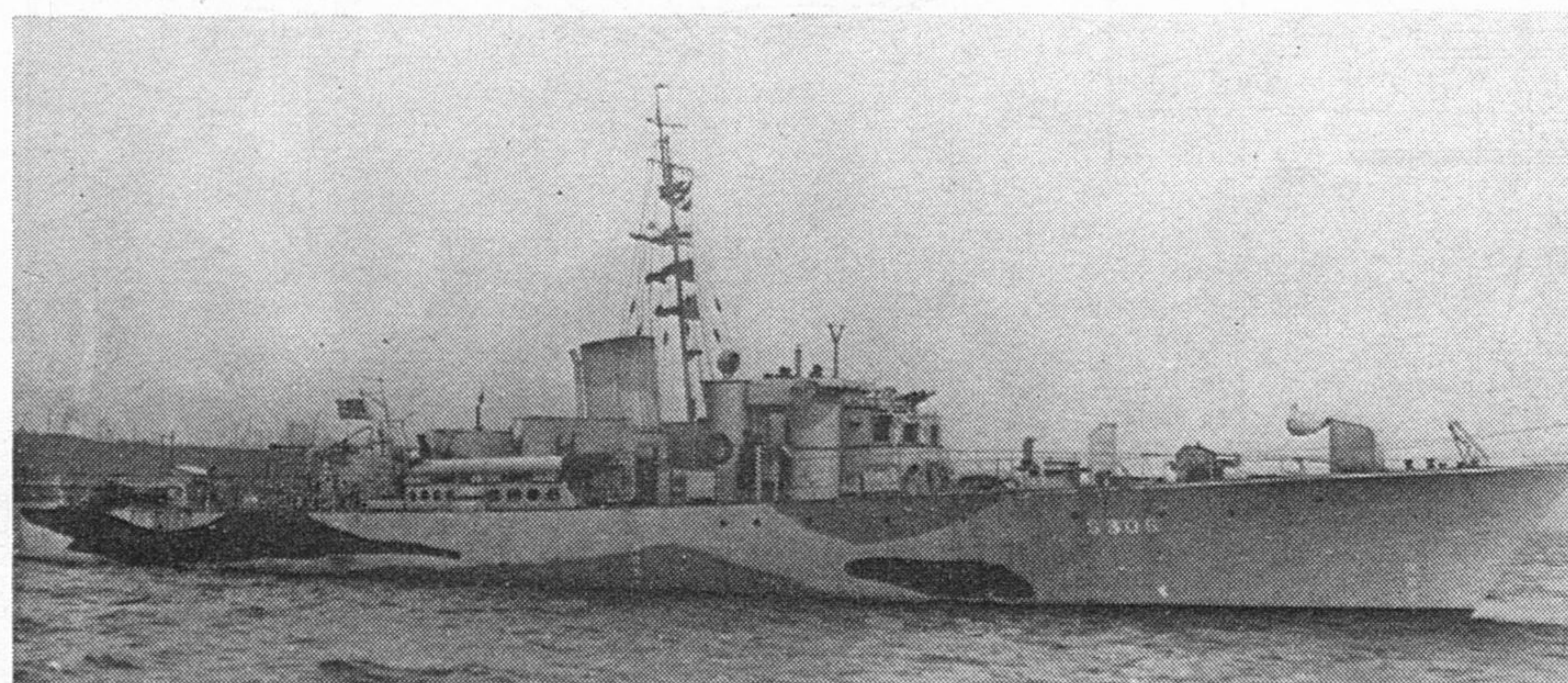
Back aft again was the dual-purpose 3-inch Mk III gun on a Mk IV mounting, used for both surface and anti-aircraft defence; in addition, .303-inch Vickers gas-operated LMGs were mounted in twin hand-held mountings above the torpedo tubes. There was also provision for a box of hand grenades for close defence, to prevent boarding.

If unofficial passengers were carried, as happened from time to time with visitors from other armed services, they would often bring items to increase the close-range firepower, in the shape of 9 mm Lancasters or other automatic weapons.

It must be noted that, in the plan view, I have drawn the ship with the bridge removed.

Continued overleaf

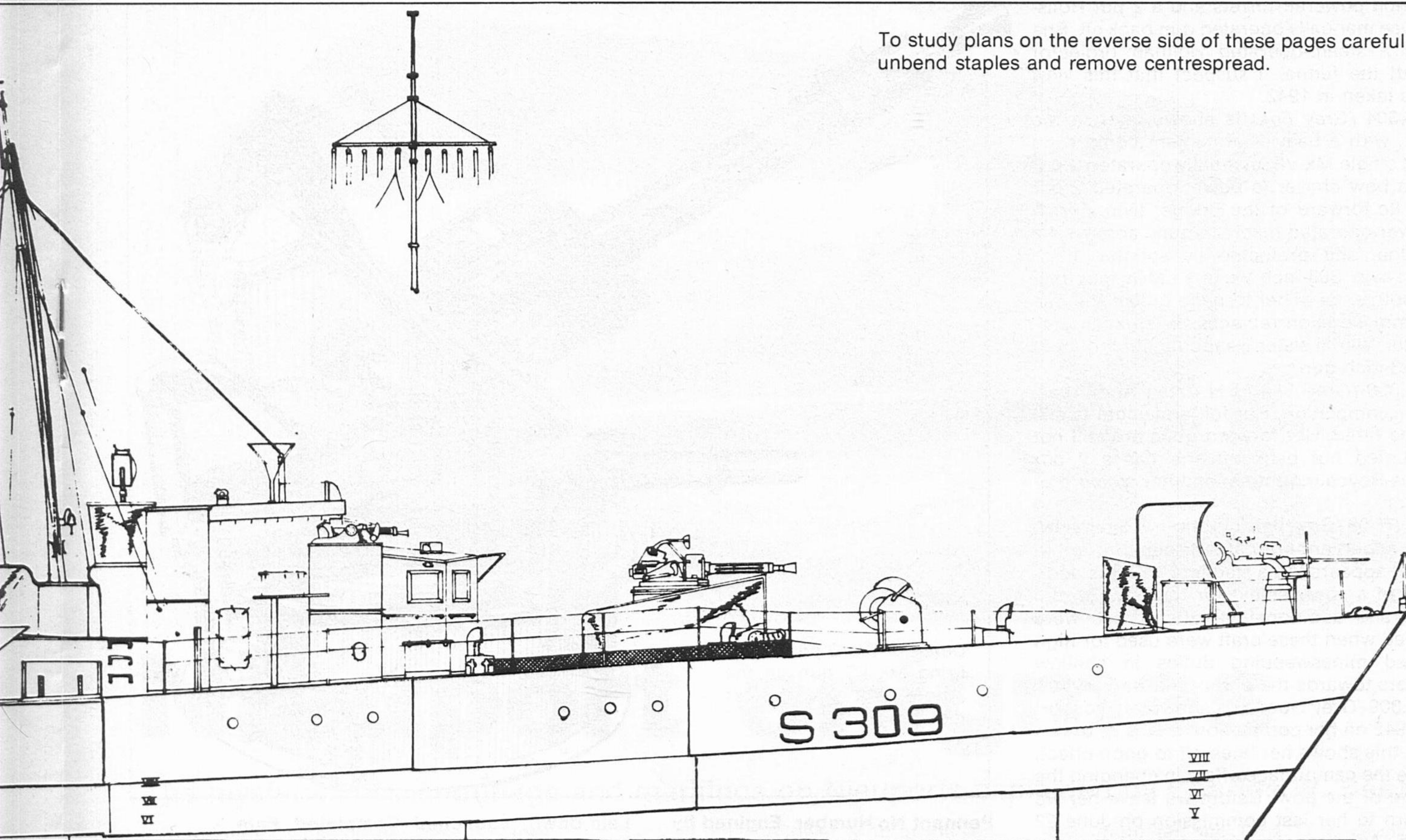




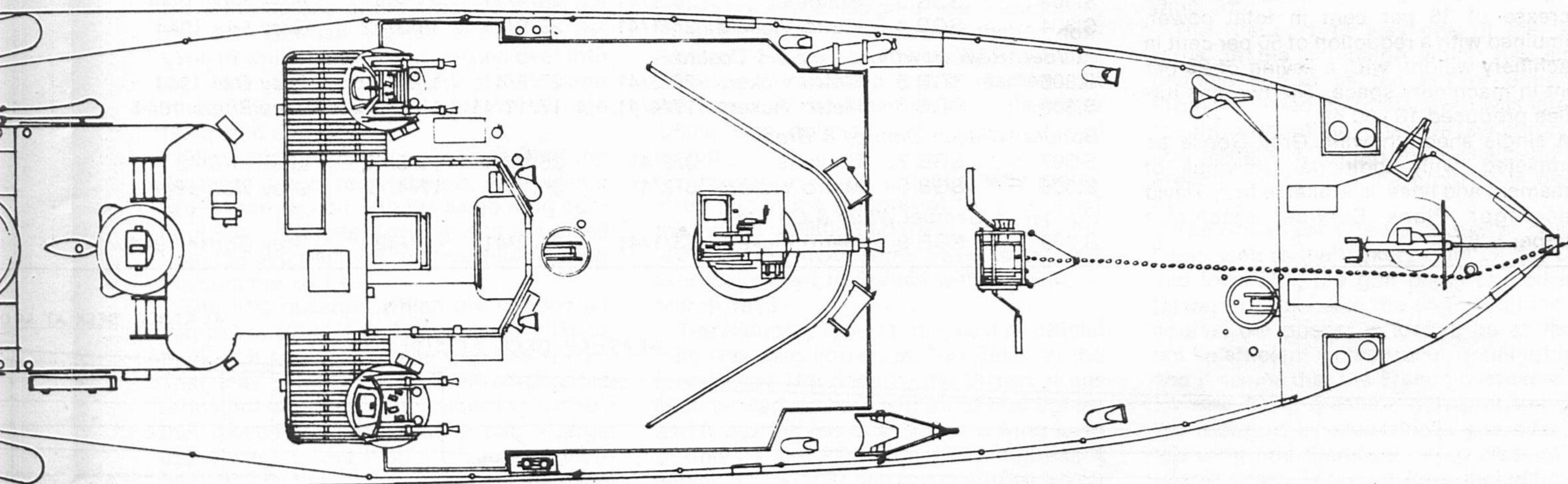
Another drawback to the design was the limited space for the stowage of oil fuel. Only 50 tons could be carried which was to give a limited endurance, only 350 miles at 12½ knots. Therefore if full power was required, at 30 knots the range and fuel was drastically reduced. The Foster-Wheeler high pressure boiler, and the Metrovick steam turbines, were not reliable and as has been mentioned very liable to damage, which would mean that it was unlikely that an effective repair could be made at sea.

In 1944 it was realised that the size of the SGBs made them eligible for a name, and so the remaining units were given names with the prefix 'Grey'. Thus SGB 9 became HMSGB *Grey Goose*.

To study plans on the reverse side of these pages carefully unbend staples and remove centrespread.



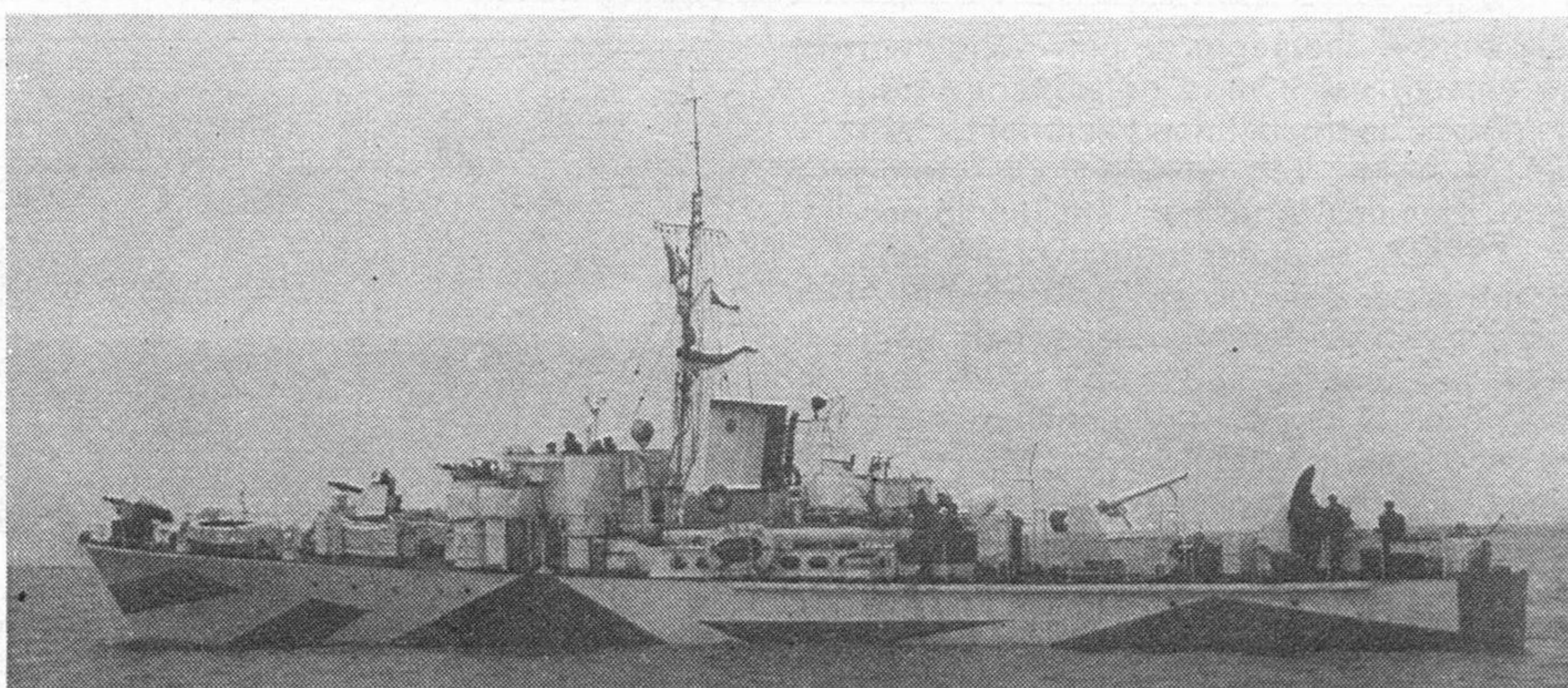
HMS 'GREY GOOSE'



After the war, when all the SGBs had served in home waters, *Grey Goose* continued in service as a trials ship, being converted as a test bed for new high-performance power sources, in the shape of two Rolls-Royce gas turbines. This conversion began at Vospers Yard in Hampshire in 1952 and ended in 1954. After this her appearance was totally different, with twin funnels and her armament removed.

Now let us examine some of her sisters, in photographs obtained from the MoD (Navy).

S.303 (*Grey Seal*). This photograph is undated, and shows just how effective was the use of camouflage in breaking up the ship's outline. She is comparatively lightly armed with a 2 pdr pom-pom forward, twin



The heavily armed *Grey Fox* shown towards the end of the war.



.5-inch powered turrets and a 2 pdr Rolls-Royce manually operated gun back aft. She has a steam-operated Holman projector abaft the funnel. I suspect that this view was taken in 1942.

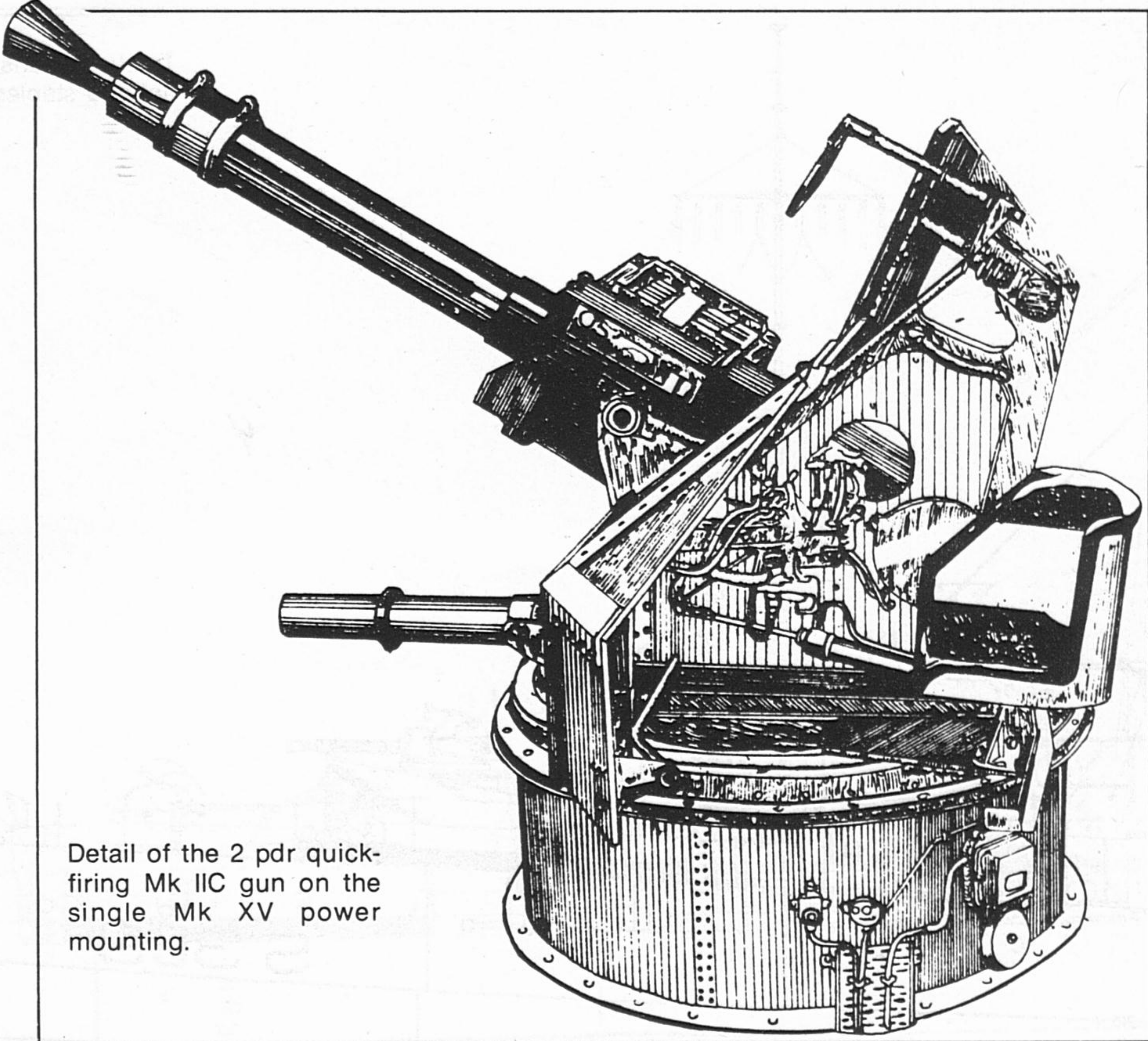
S.304 (*Grey Fox*) is shown later in the war, with a heavier armament comprising of a single Mk VIII manually operated 2 pdr as a bow chaser; a power-operated 2 pdr Mk IIC forward of the bridge; twin .5-inch power-operated machine-guns abreast the bridge, and protected by splinter mats; with twin .303-inch Vickers LMGs mounted at both ends of her torpedo tubes. A single 20 mm Oerlikon replaces the Holman projector, with a sister weapon mounted aft of the 3-inch gun.

S.306 (*Grey Shark*) is dated April 1942, near completion. Her full armament is still to be fitted. Her forward guns are still not mounted but back aft she has a 2 pdr Rolls-Royce mounting, and her steam projector.

S PT 08 (*Grey Wolf*) is another later view. The added armour can be seen. Her armament appears to be standard with the addition of a spray shield for the bow 20 mm gun and additional liferafts. These were added when these craft were used for high speed minesweeping duties in shallow waters towards the end of the war.

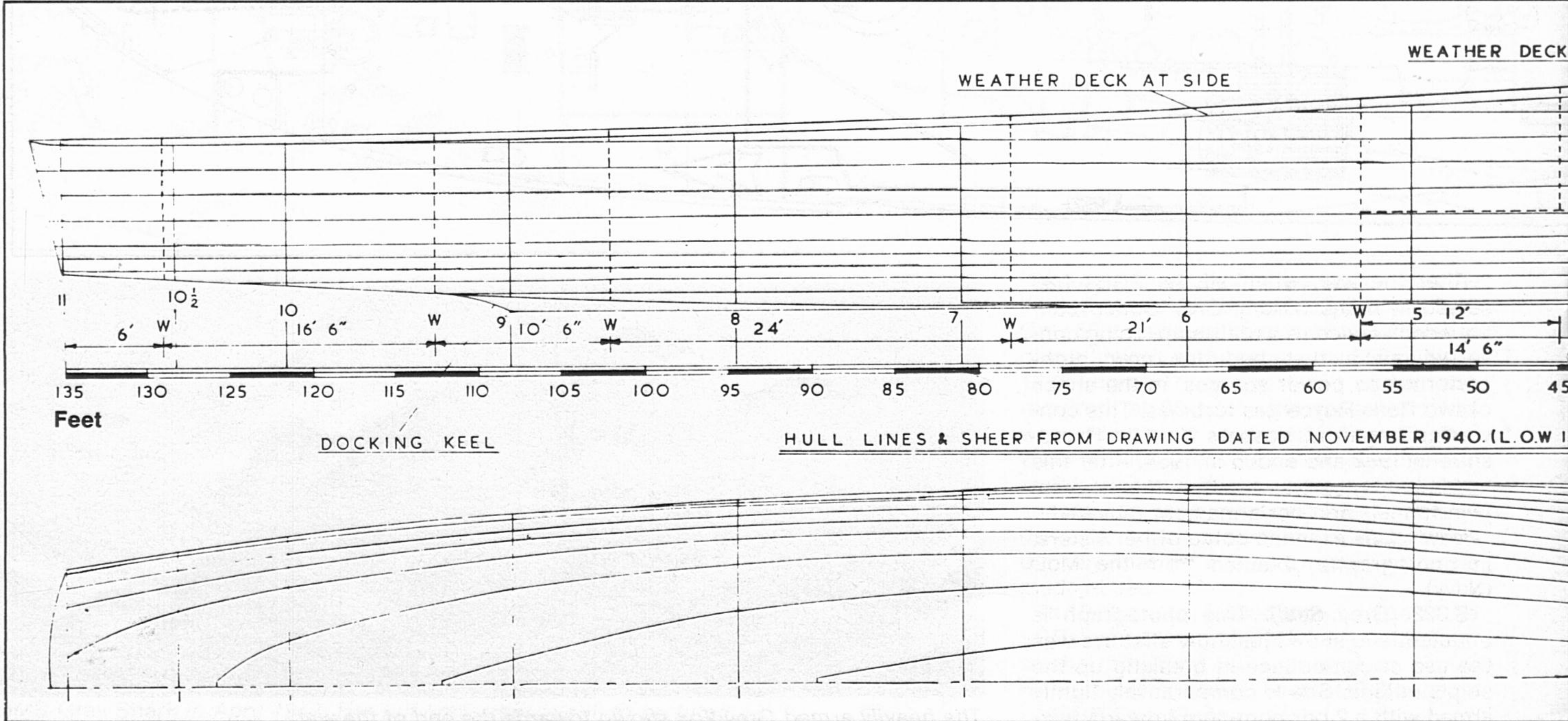
S.309 (*Grey Goose*) is shown off Gosport in 1942 on her completion. She is as drawn and this shows her lines off to good effect. Note the camouflage effect in changing the angle of the bow. Before we leave her we return to her last commission on June 22 1955. As a result of her machinery trials, new gas turbine-powered combined MTB/GBs were built for the RN. It is of interest to note that, when re-engined, *Grey Goose's* gas turbines gave an increase of 35 per cent in total power, combined with a reduction of 50 per cent in machinery weight, with a saving of 25 per cent in machinery space. The two gas turbines produced 10,800 hp.

A single sheet showing *Grey Goose* as completed, with additional drawings of armament and lines, is available from David Macgregor Plans Service, catalogue number L/S/1. □



Detail of the 2 pdr quick-firing Mk IIC gun on the single Mk XV power mounting.

Pennant No	Number	Engined by	Laid down	Launched	Completed	Fate
Builder: Thornycroft & Co						
S.301	SGB 1	Cancelled				
S.302	SGB 2	Cancelled				
Builder: Yarrow & Co Ltd						
S.303	SGB 3	Builders	24/1/41	28/9/41	21/2/42	Grey Seal 1944
S.304	SGB 4	Metro Vickers	24/1/41	25/9/41	15/3/42	Grey Fox 1944
Builder: R&W Hawthorn Leslie & Co Ltd						
S.305	SGB 5	Metro Vickers	28/3/41	27/8/41	1/4/42	Grey Owl 1944
S.306	SGB 6	Metro Vickers	17/4/41	17/11/41	1/4/42	Grey Shark 1944
Builder: William Denney & Bros						
S.307	SGB 7	Builders	3/2/41	25/9/41	11/3/42	Lost 19/6/42
S.308	SGB 8	Metro Vickers	3/2/41	3/11/41	17/4/42	Grey Wolf 1944
Builder: J. Samuel White & Co Ltd						
S.309	SGB 9	Metro Vickers	23/1/41	14/2/41	4/7/42	Grey Goose 1944





Nieuport enigmas

The mysteries of camouflage and markings on Nieuports explained by **Charles W. Bassett**

THE NIEUPORT single-seater ses-quiplanes were some of the really great fighters of World War 1. They were copied directly by the Germans and were a major influence in the evolution of their Albatros fighter which proved to be one of the greatest, if not the greatest, German fighter design of the 1914-18 war. The idea was carried over into the inter-war period resulting in, among others, the RAF's Siskin fighter of the late 1920s and early 1930s.

Although it is as a single-seater that the Nieuport is best remembered, there was a two-seater version with the same wing configuration, the latter serving with the Allies from the beginning of the hostilities during the summer of 1914.

The first question which the uninitiated may ask is 'What is a ses-quiplane?' I like to think of it as a monoplane with two wings. That may seem to be a contradiction of terms but when you think about it further, that indeed is what it was. It had a large upper wing to give it both speed and manoeuvrability but added to this, it had the lower stub one which gave a similar lift to that attributed to the biplane. An added

bonus was that the lower wing of the ses-quiplane gave the pilot a better all-round vision than was the case with the conventional biplane design.

The origin of the Nieuport fighter may be traced back to a design of the Frenchman, Gustave Delage, produced for the Gordon-Bennett Races of 1914. Because of the war, these were cancelled and it seemed that the future of the smart little single-seater 'plane was doomed even before it had begun.

However, its great potential was recognised and in the summer of 1915, it joined the French Aviation Militaire. This was followed by the RNAS some weeks later and it eventually went to France with the RFC in March 1916.

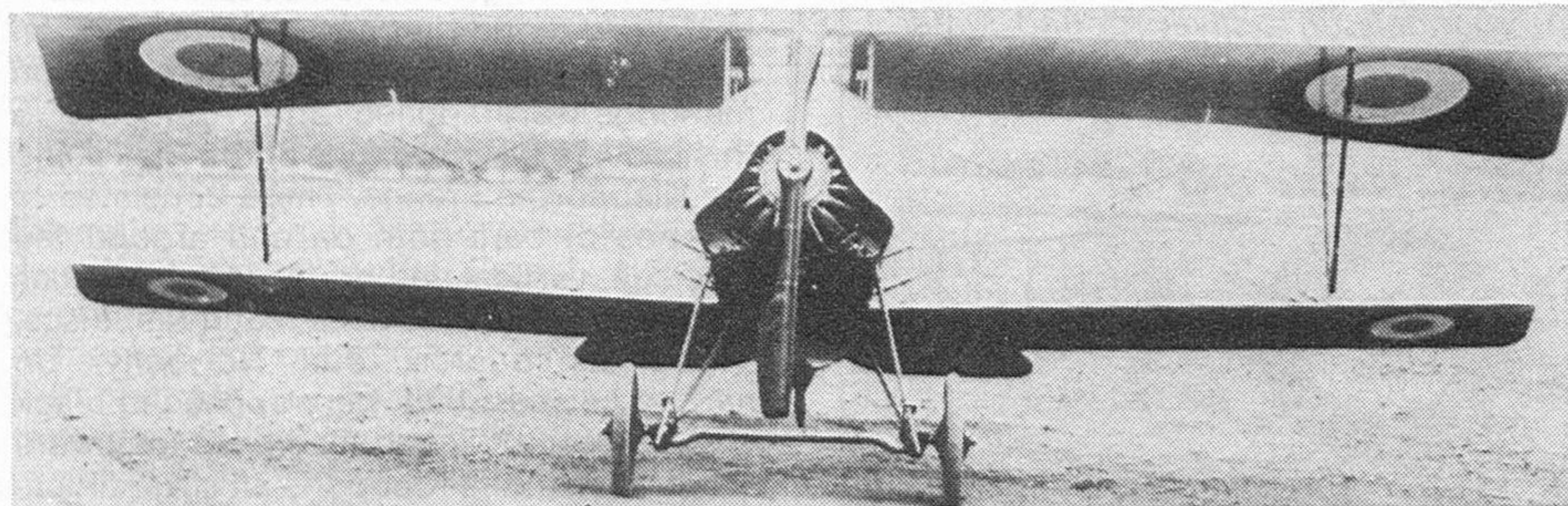
The Nieuport Type 11, to give it its official title, was also known as *The Bebe* by the French and *The Baby* by the British. It has been termed as the world's first true fighter and it was indeed a baby with a wing span of only 24 feet 9¼ inches (7.55 metres). It had an 80 hp Le Rhone rotary engine which gave it a top speed of 96.8 mph (156 kph). The later versions such as the equally or

even more famous Type 17 were slightly larger and had increased power. The Type 11 was sometimes known as the Nieuport '13 metre' while the Type 17 was the '15 metre', both figures referring to the total wing area.

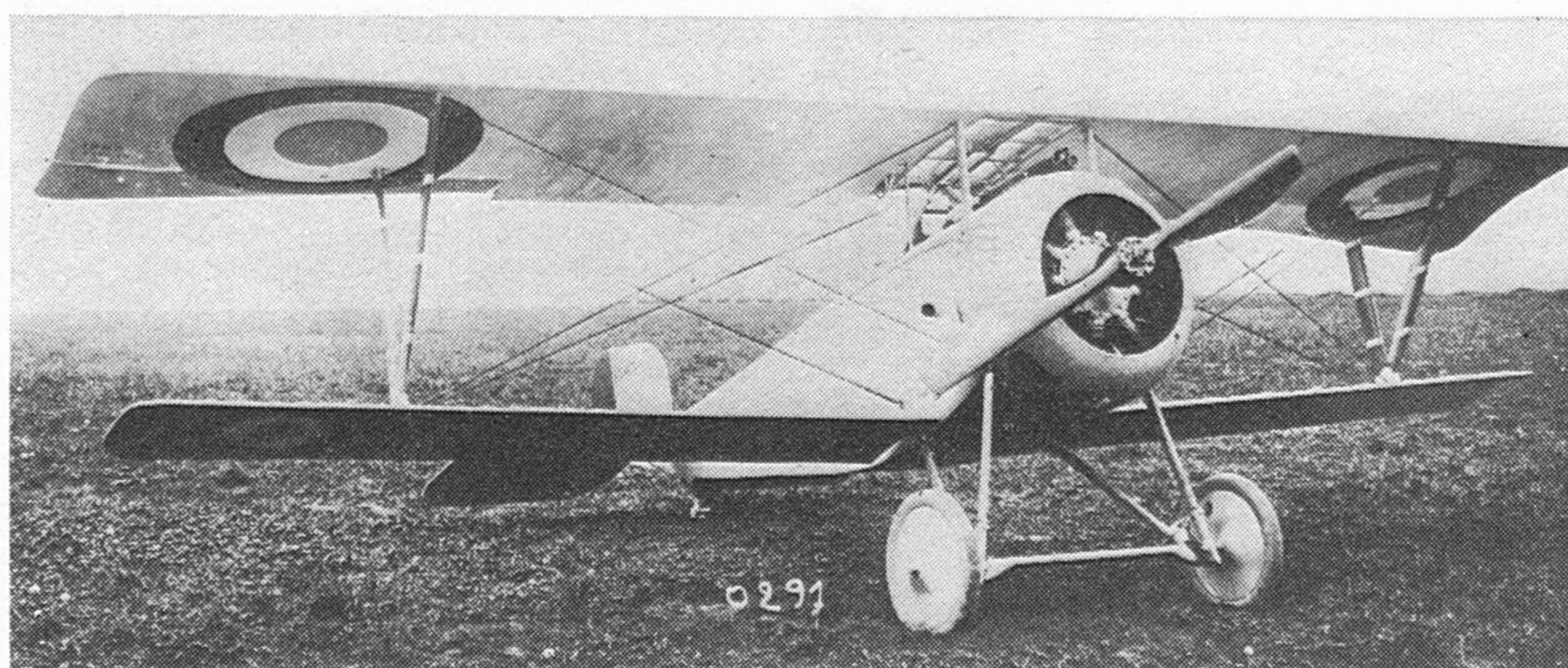
The Nieuport 11 was one of the 'star turns' in the campaign which has since become known as the Fokker Scourge. From the Allied point of view it was largely fought without an effective synchronisation system with both the British and the French overcoming the problem in different ways.

The British used tractor as well as pusher types such as the Vickers Gunbus, the DH2 and the FE2b, the gun being carried in a forward nacelle with the engine behind. Of course, the pusher is looked on as being not so efficient as the tractor (pulling) type and it seems that the French overcame the forward firing machine gun problem with the Nieuport by mounting a gun over the top wing and therefore, firing clear of the propeller arc. Later versions, including the Type 17, had synchronisation systems with guns mounted over the engine instead of the upper wing arrangement. A third Nieuport variation on both these themes was that which has been illustrated in contemporary photographs and which, in fact, combined the two arrangements rather after the fashion of the later SE5.

Before 1916, aeroplanes were, for the most part, based on pre-war designs or at least owed a great deal to them, but in 1916 the aeroplane might be said to have grown up and machines were being produced that contained much learned in the opening months of the war. Such a contrast existed between the Nieuport Type 11 and the later Type 17 and whereas one had been produced at a time when only limited funds were available (the pre-war era), the Type



Top A Nieuport 17C, single-seat fighter with a 110 hp Le Rhone engine. This aircraft of No 29 Squadron was captured by German forces at Dury during the Battle of Arras in 1917. **Above** A Nieuport 21 single-seat fighter-trainer with an 80 hp Le Rhone engine. The aircraft is possibly a prototype (Photos: IWM).



Nieuport 17 single-seat fighter with 110 hp Le Rhone engine (IWM).

17 had developed out of the bottomless bucket of money which was at hand during the war period.

By 1916, we find that the whole attitude towards the 'plane had changed and it was no longer looked on as a toy or indeed something to frighten the horses, but as a very useful and effective instrument of war. (It is perhaps ironic that whereas the aeroplane has gone from strength to strength, the horse in the mid-1970s is used by the forces in a mostly ceremonial role only.)

The Nieuport 17 had a wing span of 26 feet 11½ inches (8.22 metres) and had a top speed of 110 mph (177 kph), its power being provided by a 110 hp Le Rhone rotary engine. Some idea of the way the 'plane had developed from the Type 11 may be gathered from the loaded weights which were 480 kg in the case of the Type 11 and 565 kg for the Type 17.

Although the Type 11 will always deserve a place of honour for its work during the Fokker Scourge, the Type 17 will be best remembered as the mounts of the British ace Albert Ball, and the Canadian Billy Bishop, as well as the Frenchmen Georges Guynemer and Charles Nungesser.

At the time of the introduction into service of the Nieuport 11, the finish adopted for all military aircraft was known as 'natural'. It consisted of the whole aircraft being covered with a coat of clear varnish applied in such a way that the method of

construction showed through for all the world to see. However, by 1916, aircraft production had risen in quantity and we find that some aeroplanes never saw the inside of a hangar from the day of construction to that of destruction. This meant that camouflage had to be introduced to cover the dual roles of protection from the enemy and from the elements. For British 'planes, this took the form of a paint of a 'khaki green' hue known as Protective Covering or PC dope, with the exception of the Nieuports which were finished silver. The French gave more emphasis to 'planes in the air so that in 1916, they finished them all-over with silver dope, thus Nieuports in service with both the British and the French were, in fact, finished the same. Later on in 1917, the French adopted a dual colour camouflage not unlike that used by the RAF in World War 2 and this was carried over to later Nieuports such as the Types 24 and 27 in both British and French service.

The second anomaly which arose in connection with the Nieuport ses-quiplane configuration was the roundels and in particular those on the wings. The standard British practice was to carry them in six positions: on the fuselage sides, the upper top wing and the lower bottom one. The French had the wing roundels but did away with the fuselage ones in favour of squadron badges. Because the lower wing of the

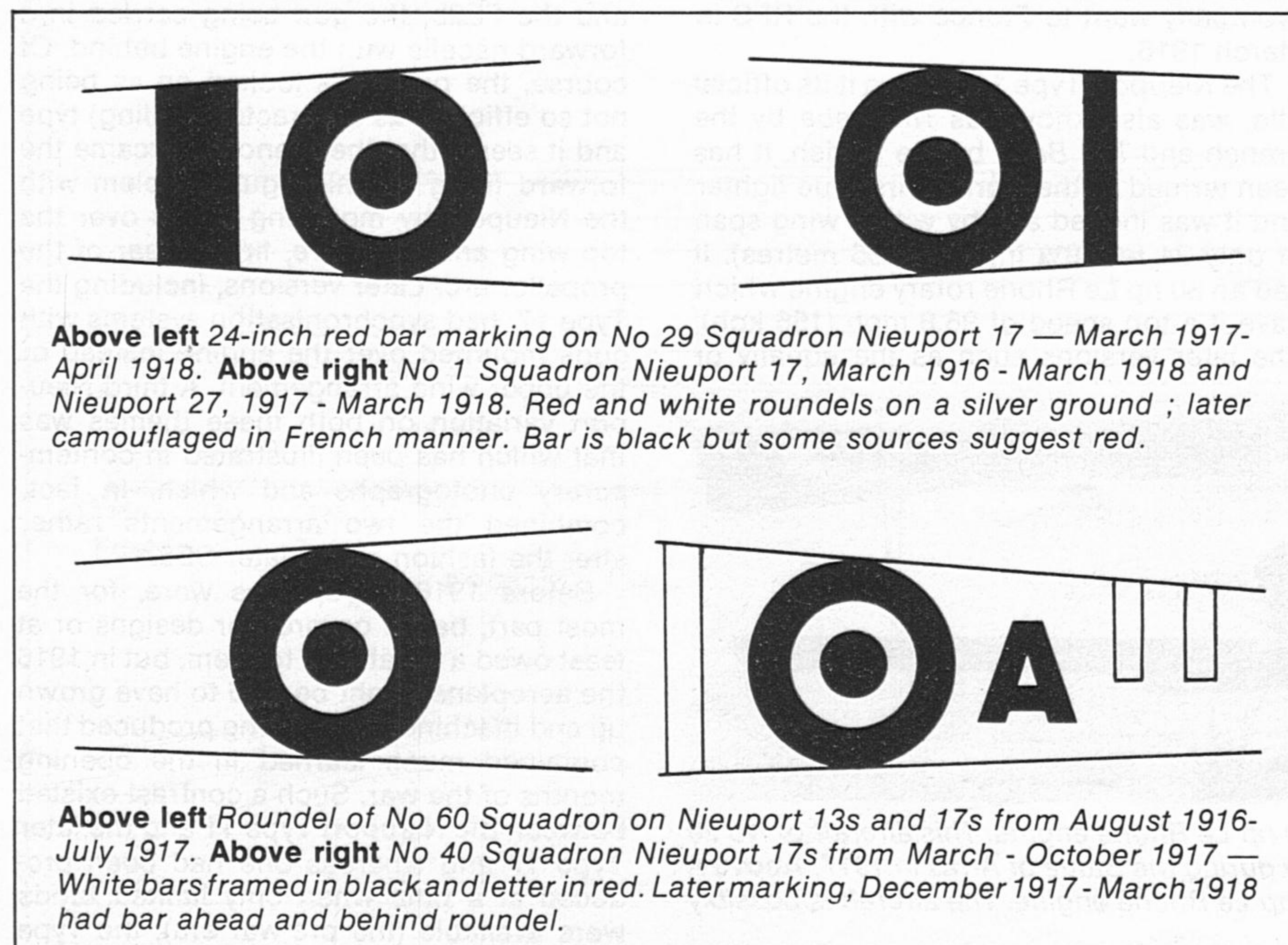
Nieuport ses-quiplane had such a low chord, it was found that the diminutive roundel could be very difficult to pick out. Therefore, an extra set of roundels was carried in all cases, by both the French and the British, under the upper wings as well.

While we are on the subject of roundels, we might consider their further use by both the RFC and the RNAS. The earliest national colours carried by the British were Union Jacks painted on the wings and if possible, fuselages, in as large a shape as possible. This was found to be unsatisfactory and at a very early stage, the Navy pointed the way to future development by adopting a roundel of their very own; this being a red disc with a white spot at the centre. It may have been, although I have seen no pictures to support this theory, that some of the early Nieuport 11s in RNAS service in 1915 used this marking. On the other hand, some of the early RNAS machines could have adopted what was a common practice at the time: that of having French red, white and blue roundels with the red outermost. Again, I have seen no photographic evidence of this as far as Nieuports in British service were concerned but it might well again have applied to early Type 11s with the RNAS. Certainly, by the time that the Nieuport was in service with the RFC in France, the position over national markings had been regularised and the British system with blue outers applied direct to RFC and RNAS machines. To return to the French type roundel, it has been suggested elsewhere that this was of different proportions to its British counterpart. Figures of four, seven and ten for the rings of the French roundel have been mentioned as against one, two and three for the British. It has also been suggested that these roundels were often repainted on British aircraft so that in the end, we were left with a hybrid kind of roundel that did not fit into any definite pattern, either British or French, in size or colour.

As to serial numbers carried by Nieuports, the would-be model builder must exercise particular caution because those listed do not correspond with known production figures and lists are made as just Nieuports without any particular Type being mentioned. Therefore, always stick to actual photographs when deciding how the final finish should be applied. Nieuport Type 11s and 17s usually feature a serial number in black on the fin framed in white where this falls on dark surfaces such as those of the red or blue rudder stripes. This system did, in fact, apply to all types of Nieuports whether they were silver or laterly camouflaged as with Types 24 and 27.

The final enigma which occurred in connection with the Nieuports can be seen on British machines and the way the squadron markings were applied, after April 1916 in this case, to all squadrons of the RFC using the Nieuport in France. These consisted of a series of bars both on and around the fuselage, vertical and horizontal, as well as other geometric devices such as discs, triangles, squares, etc. Normally, on natural finishes, they were applied in black while on camouflaged machines they were in white. With the Nieuports all silver finish, it was different and although the norm would seem to point to black, this was in fact far from the case.

Another earlier French fighter used by





the RFC was the Morane N. This machine was very similar, and had a common origin, to the German Fokker that was so much a central character in the Fokker Scourge. Aircraft recognition of the period in question was not exactly good and so it was necessary for the Morane to be provided with some form of instant identification. In the end, this comprised a red nose area but it would seem, as a result of recent research, that blue and even white framed in black were also used when early experiments were carried out. In fact, all these colours would be available to squadrons in as much as they had to apply roundel colours and therefore, it may not seem so odd when you think of it further in connection with the Nieuport squadrons. Later when camouflage was introduced on Nieuports, they still stuck to these rather out of the ordinary squadron marking colours.

The Nieuport squadrons operating with the RFC in France during the closing months of 1917, together with examples, were as follows:

No 1 — formed in April 1912 and responsible before early 1914 for the RFC's lighter-than-air machines. Went to France in the spring of 1915 and received its Nieuports in March 1916. It kept the French fighter until early in 1918 when the squadron took on strength its SE5s.

Squadron marking — a bar behind the roundel (vertical). It has, in some sources, been suggested this was black but the general opinion seems to favour red and certainly on later Type 24s it was red on a camouflaged ground.

Example — Type 24s camouflaged as described above in the French style of camouflage with B (above 6788) on the rudder in black but framed in white on dark coloured stripes. Some 'planes in this squadron carried individual letters ahead of the roundel and on the top of the fuselage decking just behind the cockpit. The squadron marking was red on camouflage and the letter may have been also.

No 29 — formed November 1915 and in France with DH2s in the following March.

Received Nieuports in March 1917 and SE5s one year later.

Squadron marking — as above but 24 inches wide round the fuselage in red (with silver finish).

Example — a Nieuport Type 17 was all silver with Flight colours on main wheel discs. They were red on A 2664 (straight) with the red bar marking.

No 40 — formed February 1916 with FE2s and went to France in August of that year. Received its Nieuports in the following March and SE5s in October 1917.

Squadron marking — not always carried but the device allocated was a white bar framed in black ahead of the roundel and two more ahead of the tail.

Example — a Type 17 flown by Billy Bishop numbered B 1566 (straight) in black framed in places in white. No squadron marking but all silver with either a metallic engine surround or, as has been suggested, this was light blue.

No 60 — formed April 1916 with Moranes and in France in the May of that year. Nieuports arrived in the August and were retained until replaced by SE5s during 1917.

Squadron marking — none.

Example — Nieuport 13 (a modified Type 11) with a black serial (straight) on the fin in

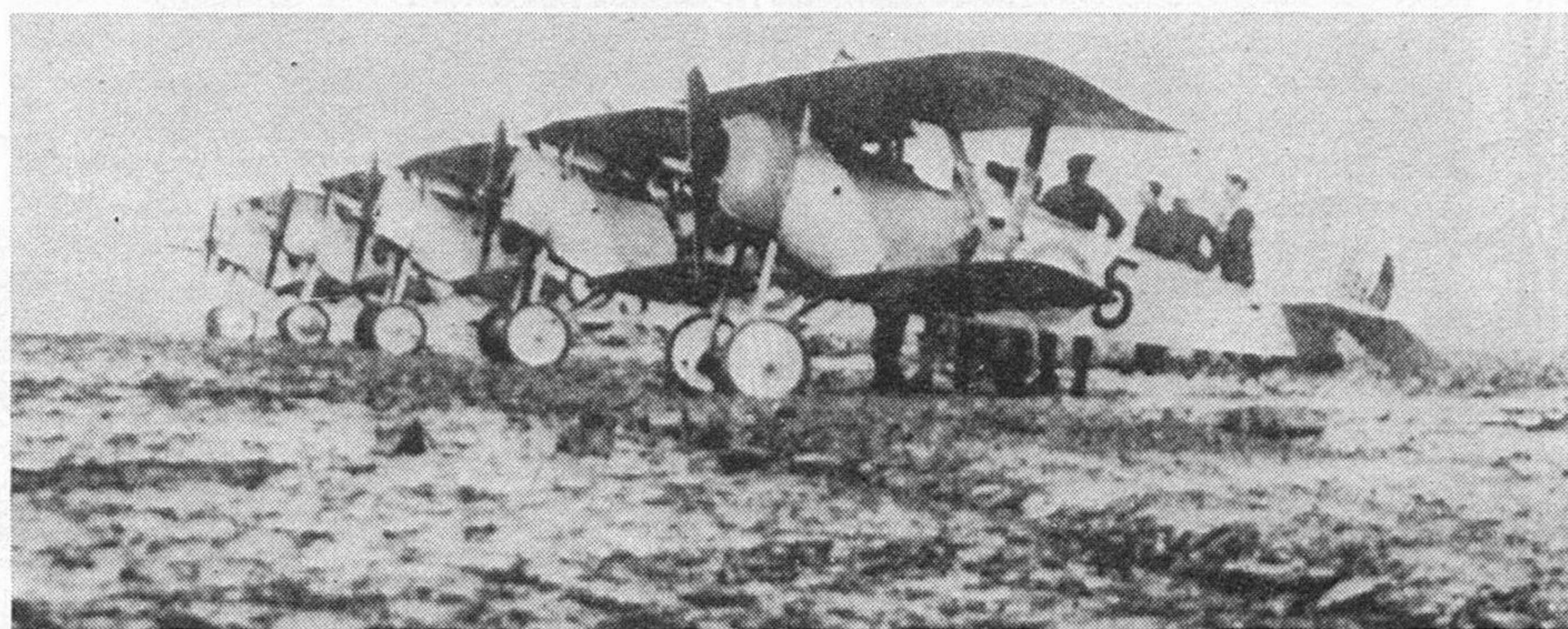
black and framed in part in white. A 6646 had a number 5 on the fuselage sides and top decking behind the cockpit probably in red but possibly in black. The finish was all over silver.

These were the chief squadrons of the RFC in France using the Nieuports in World War 1 but the type was also used in part by a number of other units such as that used by Albert Ball with No 56 in addition to his SE5.

After the 1914-18 war, Nieuports in Britain were taken over by the Gloster concern and of course, this built a number of great fighters of the inter-war period. These terminated in 1937 with the Gladiator, a machine that saw first line service in the opening stages of World War 2.

My endeavour has been to settle a few of the mysteries surrounding Nieuport finish in RFC service but I would again emphasise that modellers should exercise great caution in the way that they finish their examples.

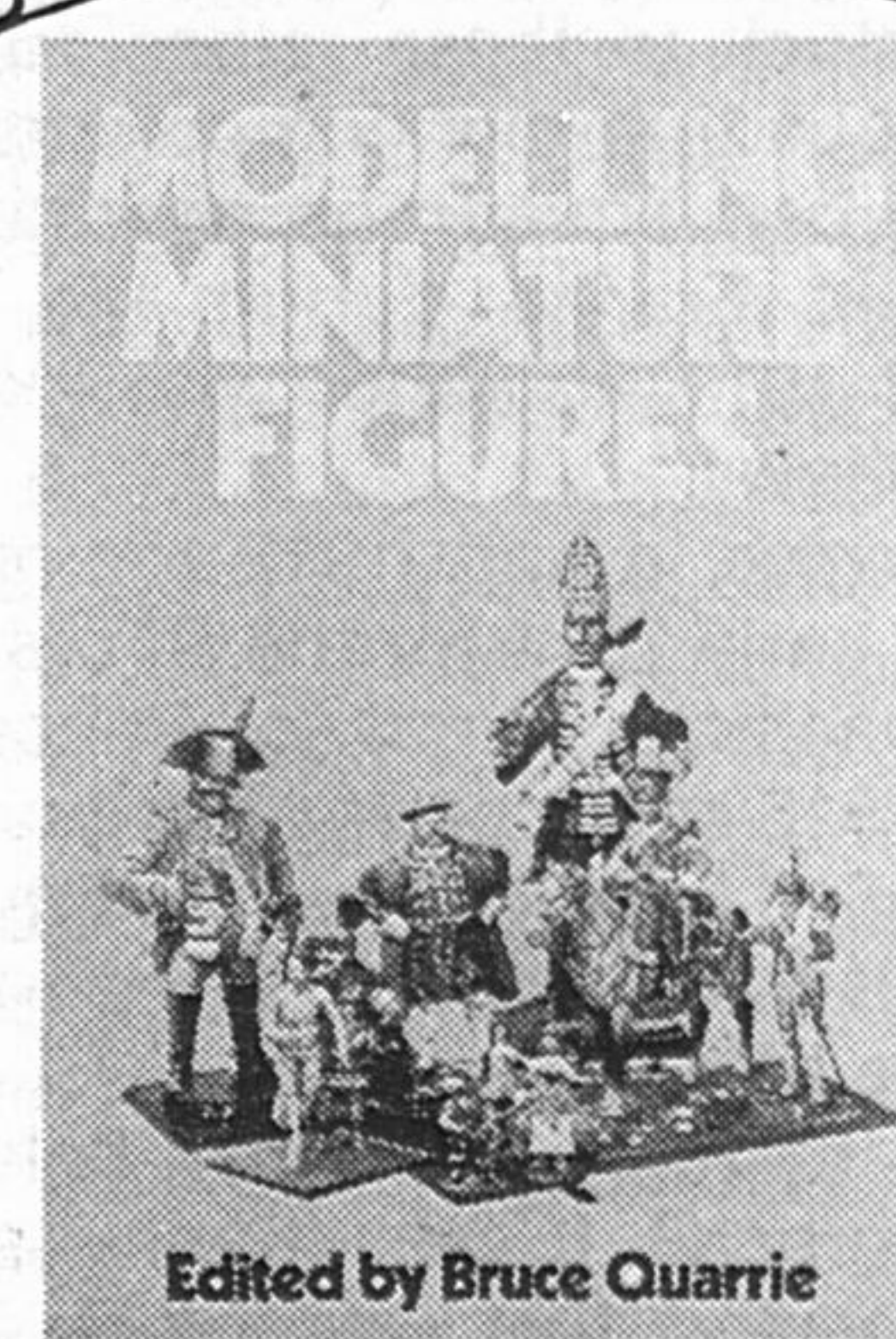
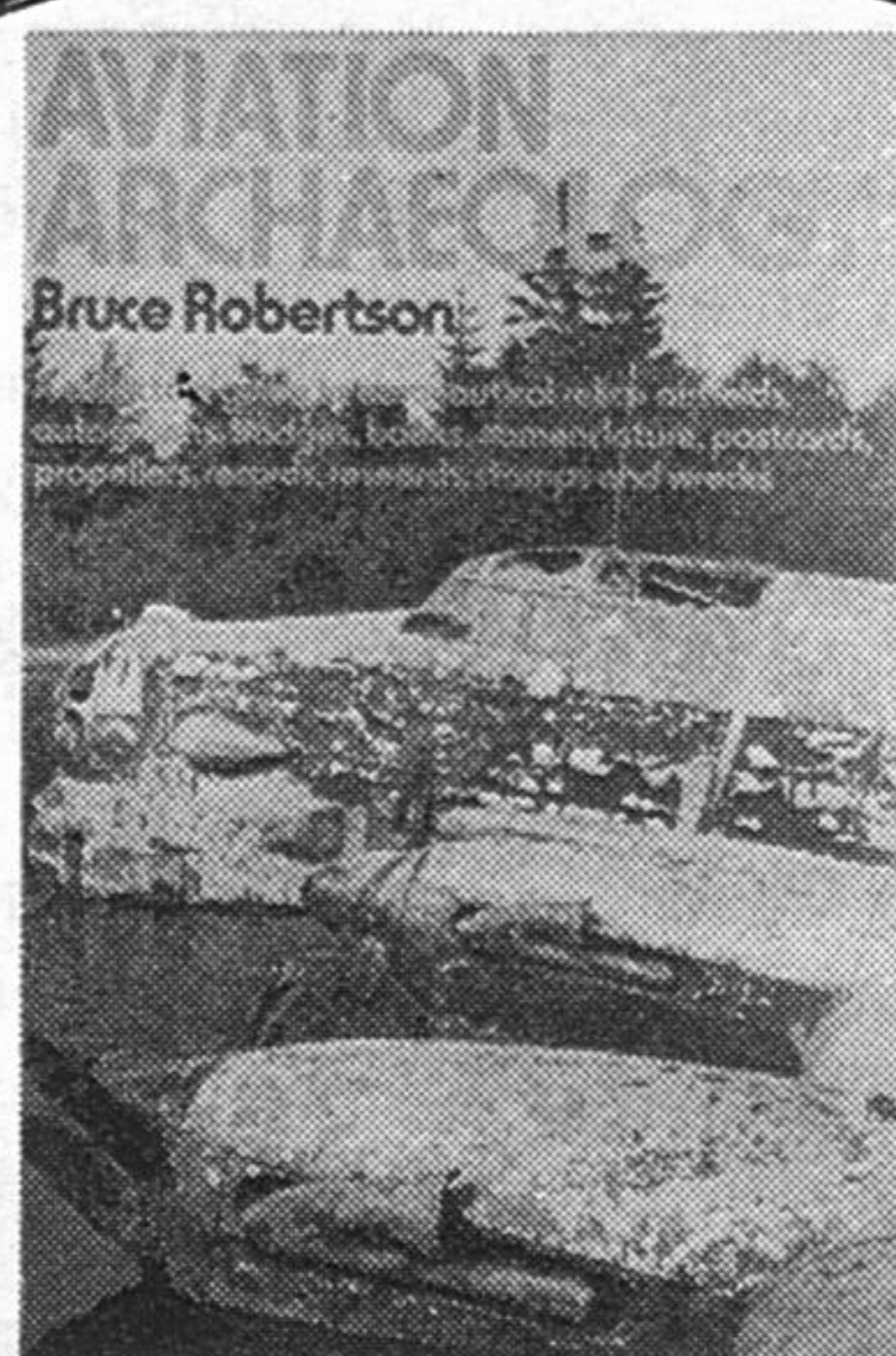
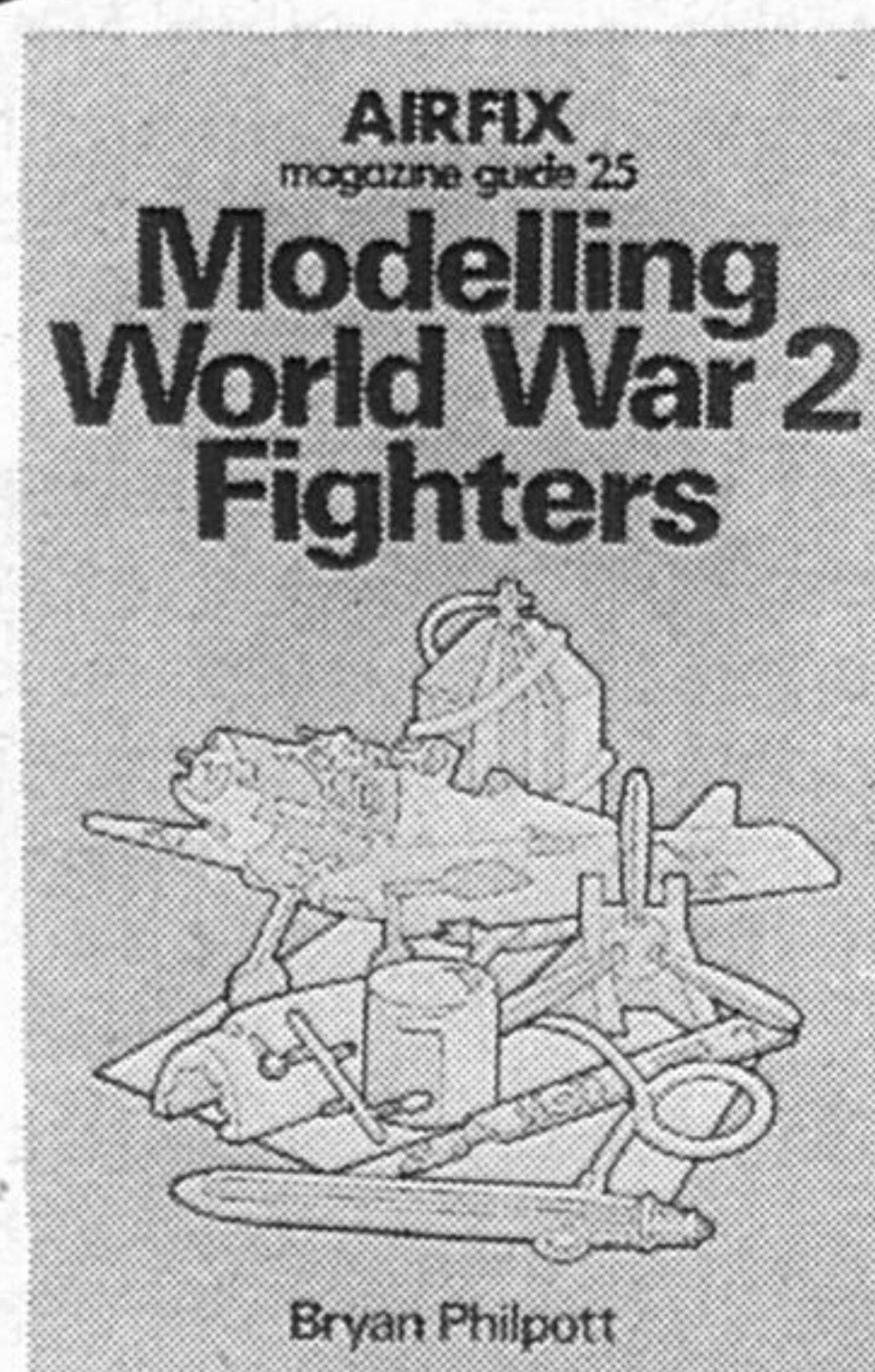
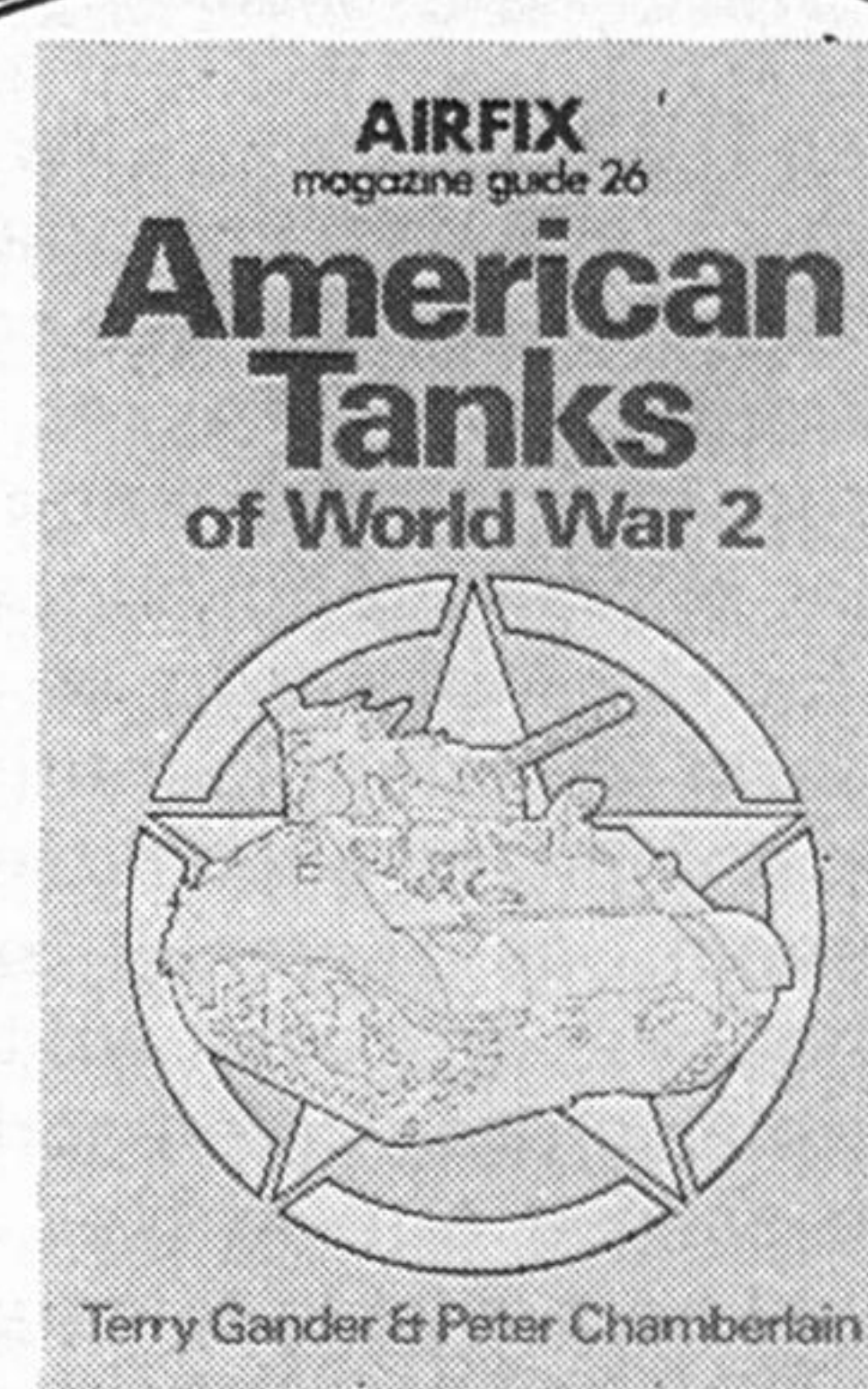
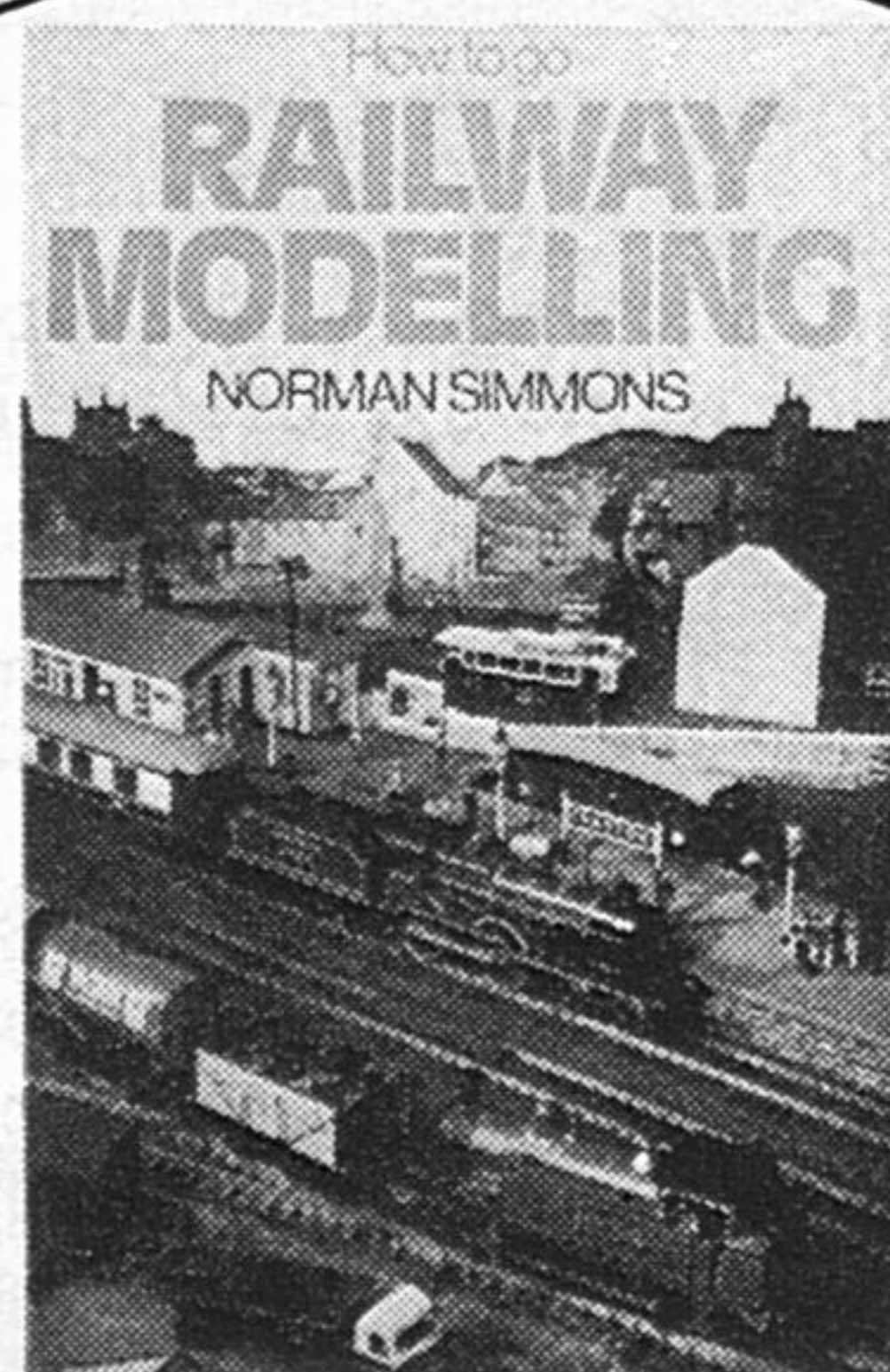
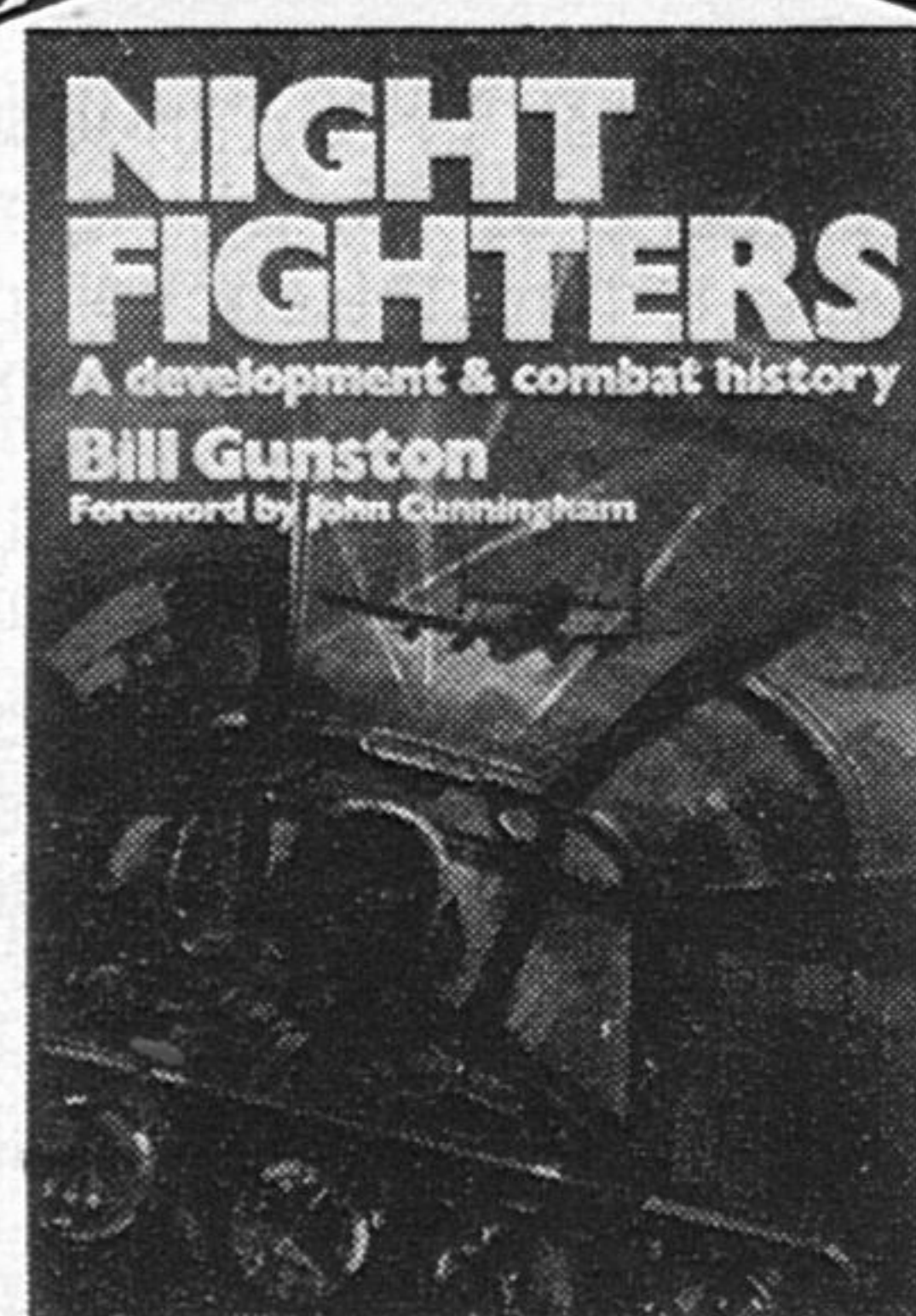
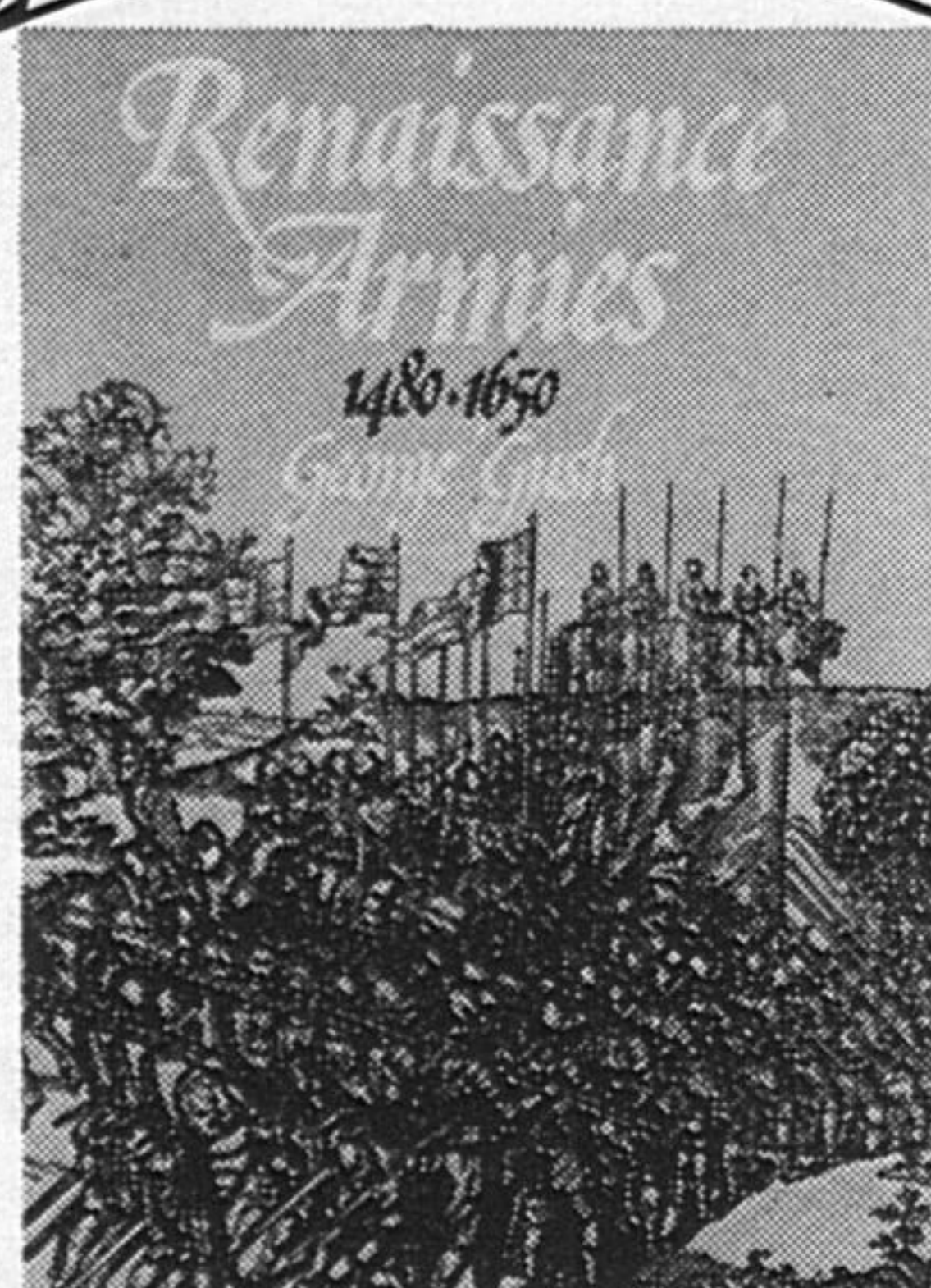
Finally, I would like to record a vote of thanks to all my friends who are interested in this subject and who have given me great help in arriving at my final conclusions which are still open to further research by me and other interested parties. □



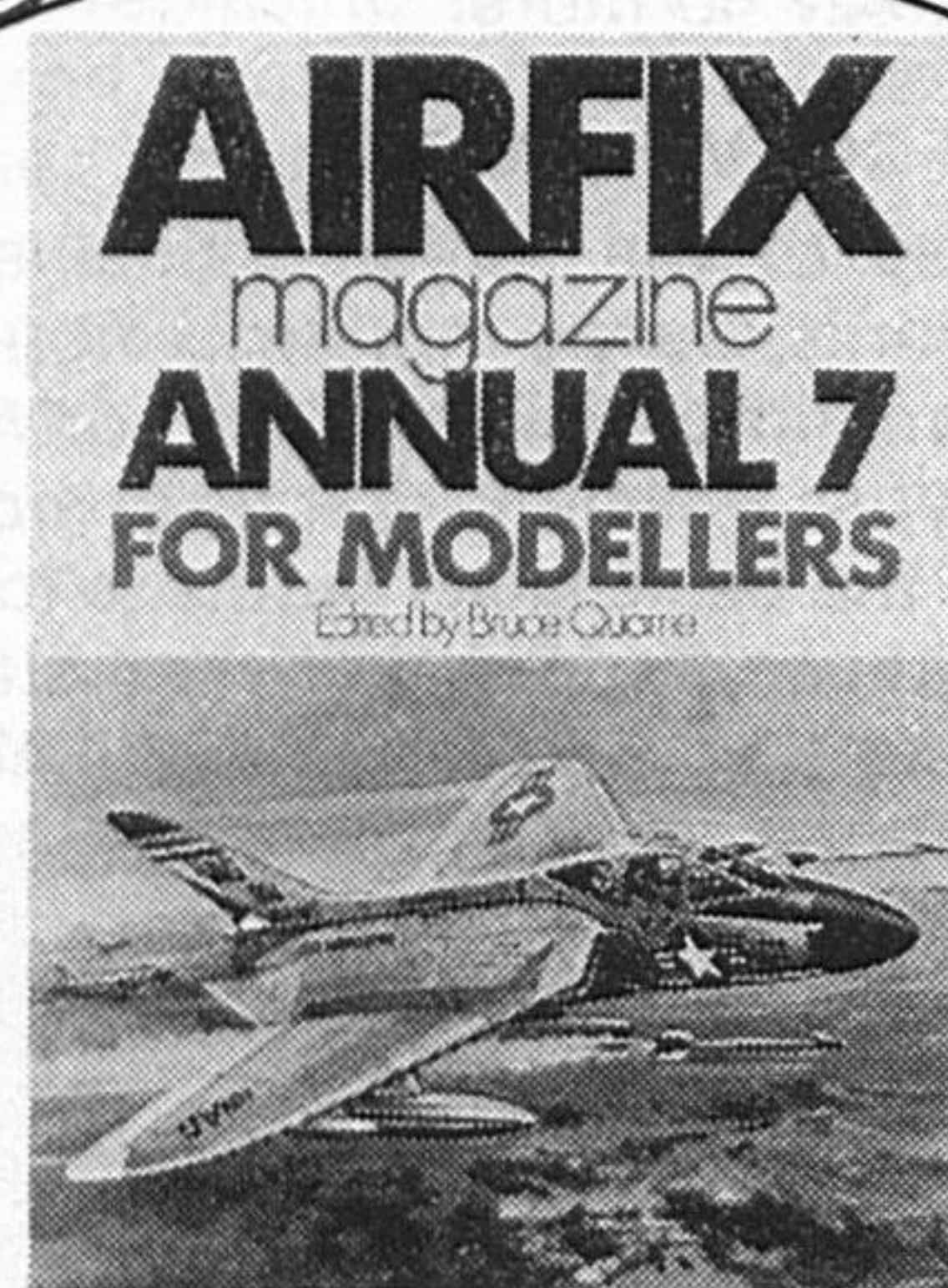
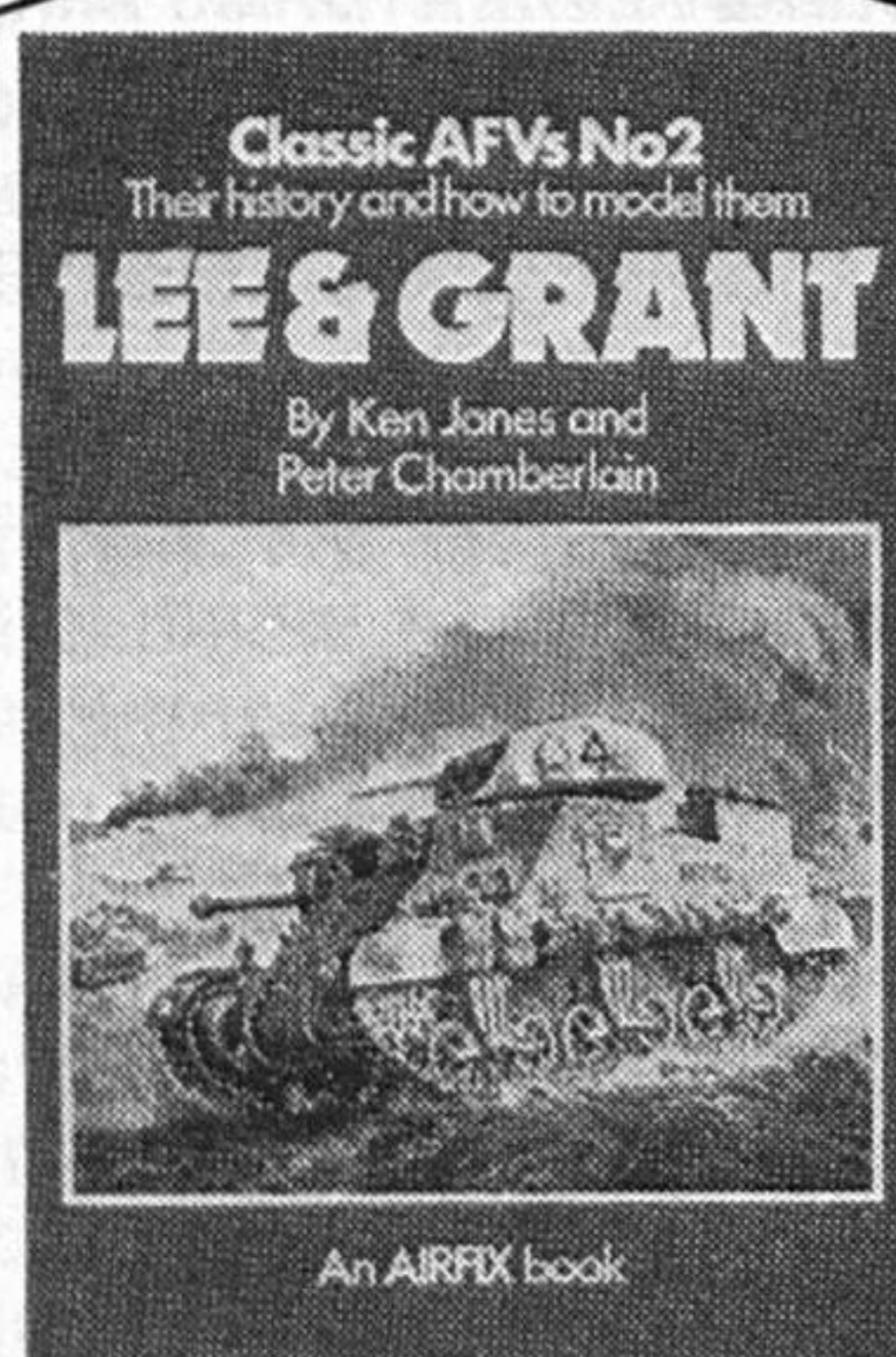
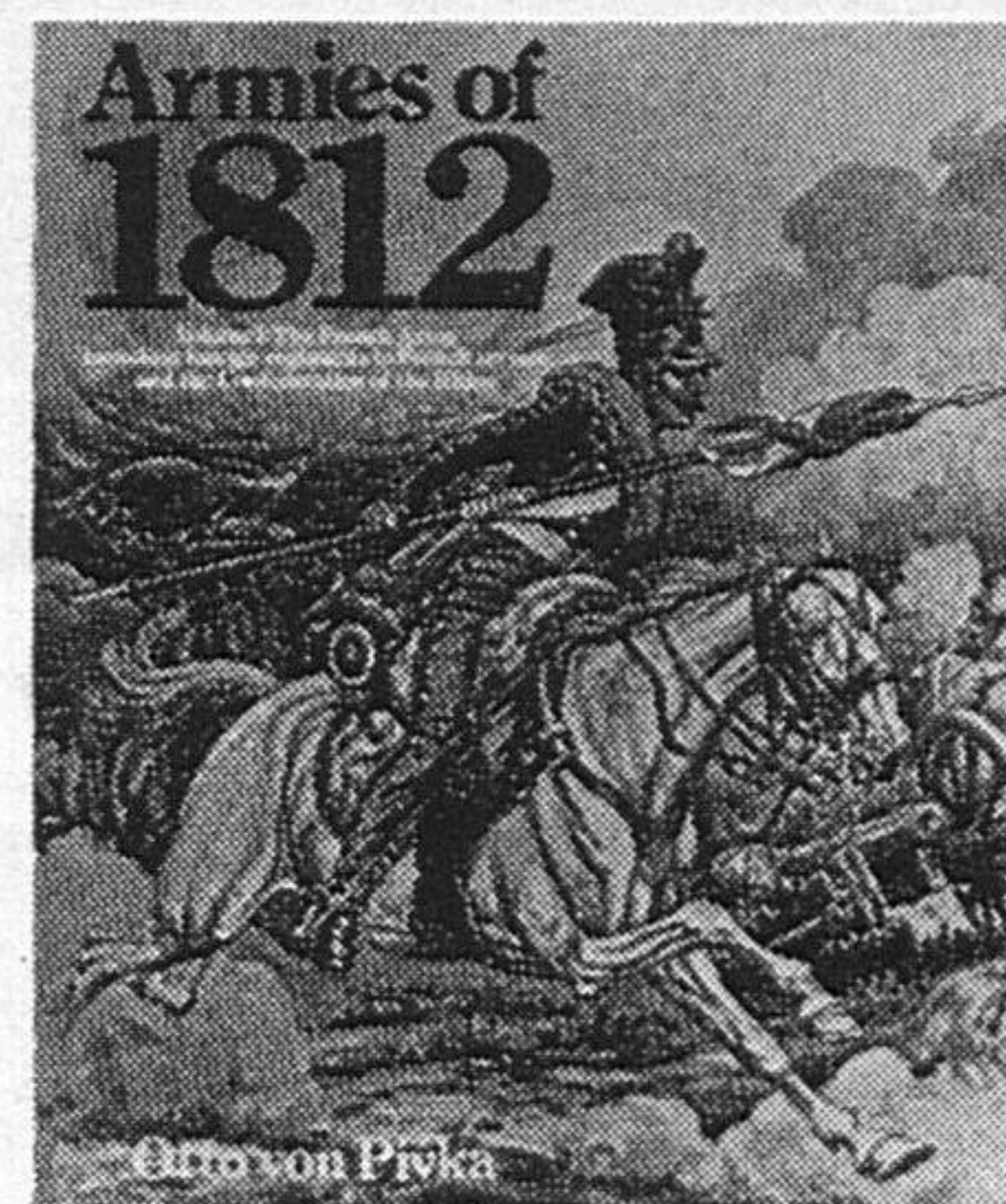
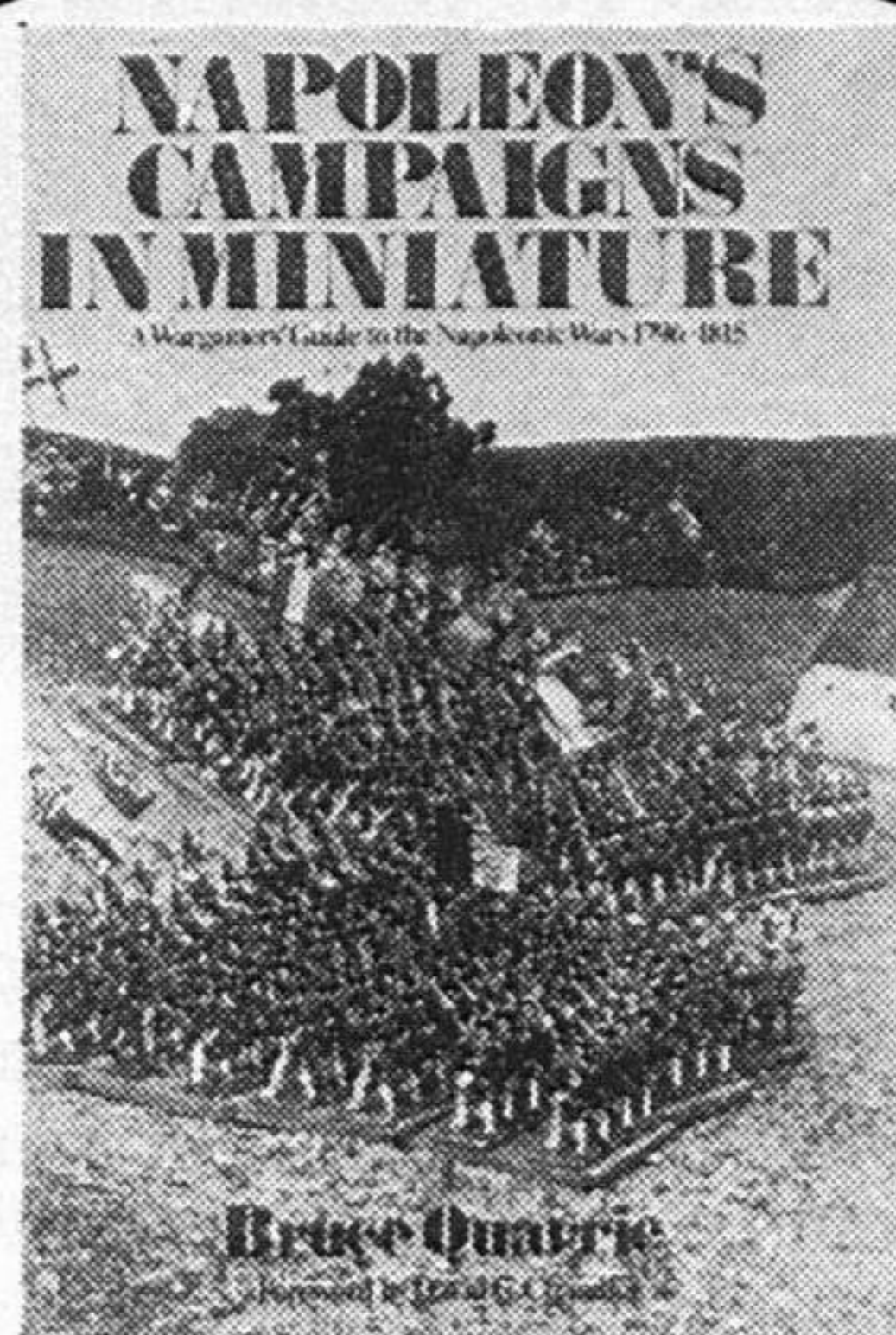
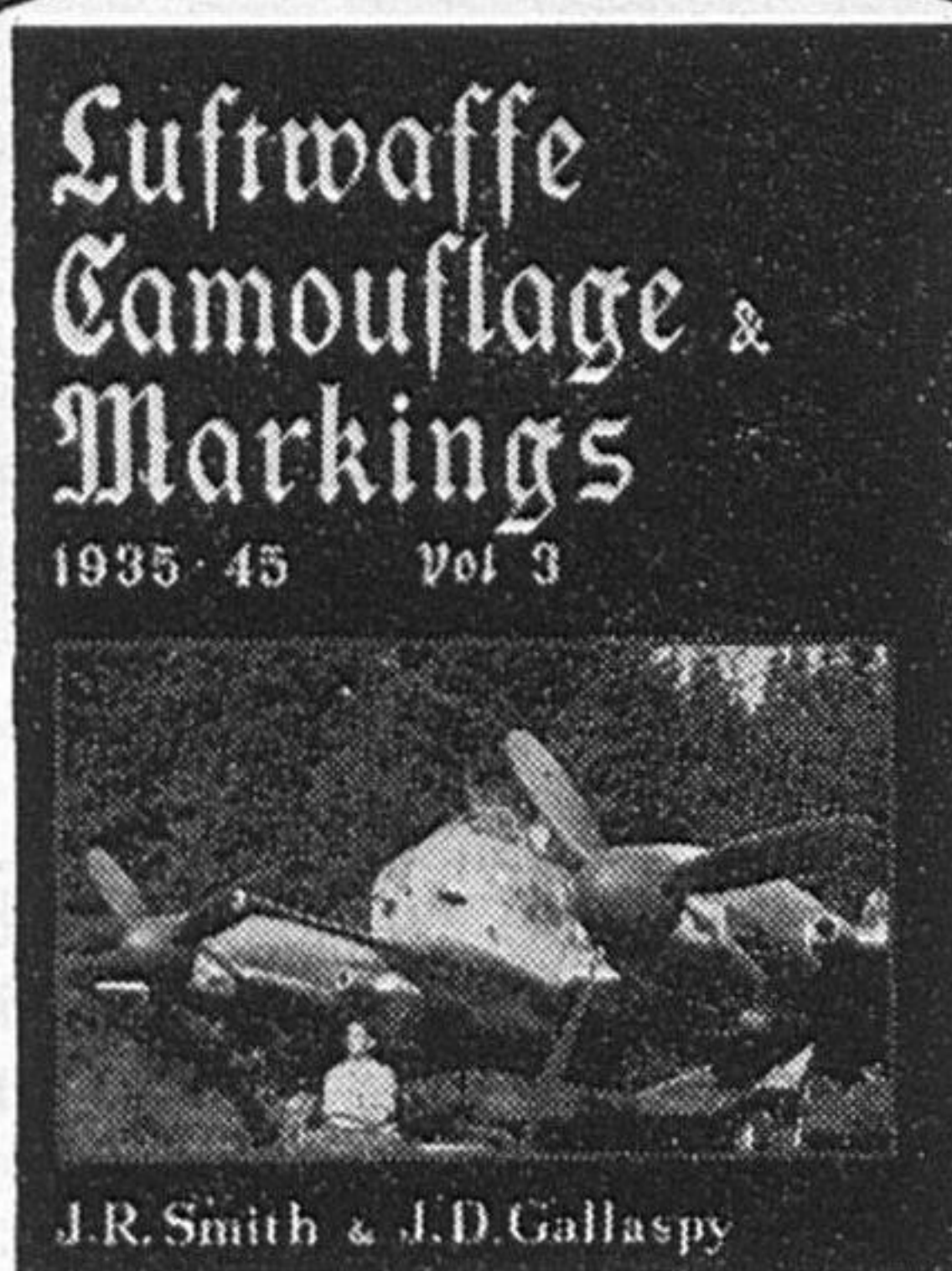
Top Another view of a Nieuport 17 with its engine being run up. **Above** A line up of early versions of Nieuport Scouts belonging to No 60 Squadron RFC. They carried no squadron markings. Both Ball and Bishop flew with this unit at different times (Flight International).



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FRANCO-PRUSSIAN WAR



Württemberg infantry (Unionist).

Modelling FPW figures by Stuart Sutherland



Above Line lancer and (below) Prussian Hussar from Airfix US Cavalry figures.



AS PROMISED in the first article, this, the last in the series, will be devoted to examining the various figures available for wargamers and modellers and converting the 20 mm Airfix figures. There will also be a (necessarily short) list of recommended books for further reading. In dealing with model figures we have, as the old joke goes, some bad news and some good news. First the bad news — there are really very few figures available in metal from the major manufacturers and no likelihood of there being more in the near future. Now the good news — as elsewhere, conversions can save the day and result in a goodly number of various soldiers. I will now do a brief run-down on the metal figures currently available and then give some quick 20 mm Airfix conversions to get people started.

Metal figures

25 mm: The largest range of FPW figures in this or any scale is offered by Miniature Figurines, who have about 34 foot and mounted figures, a Prussian siege gun, and a mitrailleuse. The selection of figures is reasonably good — there are, for example, Wurttembergers and Bavarians, and the cavalry represent most major types — and the detail is generally quite accurate and well-done. I would recommend this range for wargamers who wish to assemble an army quickly, although the lack of field artillery and a French line infantry figure (what Minifigs call a French line infantryman is actually a *chasseur à pied*) does limit the scenarios somewhat. But I suppose any 25 mm Napoleonic cannon can be

pressed into service, which would eliminate one problem anyway. The other one can be solved by recourse to the Tradition range, which includes in its rather smaller selection of only foot figures a French infantryman. The Tradition figures are, however, rather taller and thinner than the Minifigs, which makes them difficult to 'blend' in an army, and the detail is rather poorer and the casting, to my mind, generally inferior. However, they are worth having for the wider range of postures. There are, to my knowledge, no other 25 mm figures available.

30 mm: Here the only figures are the Surén 'Willie' figures, the K range. This selection is good and well-detailed, and includes Saxon light infantry plus Bismarck and Napoleon III. Their main drawback is a higher price (although they are well worth it), which would make them rather more suitable for skirmish and one-on-one wargames rather than in massed attacks.

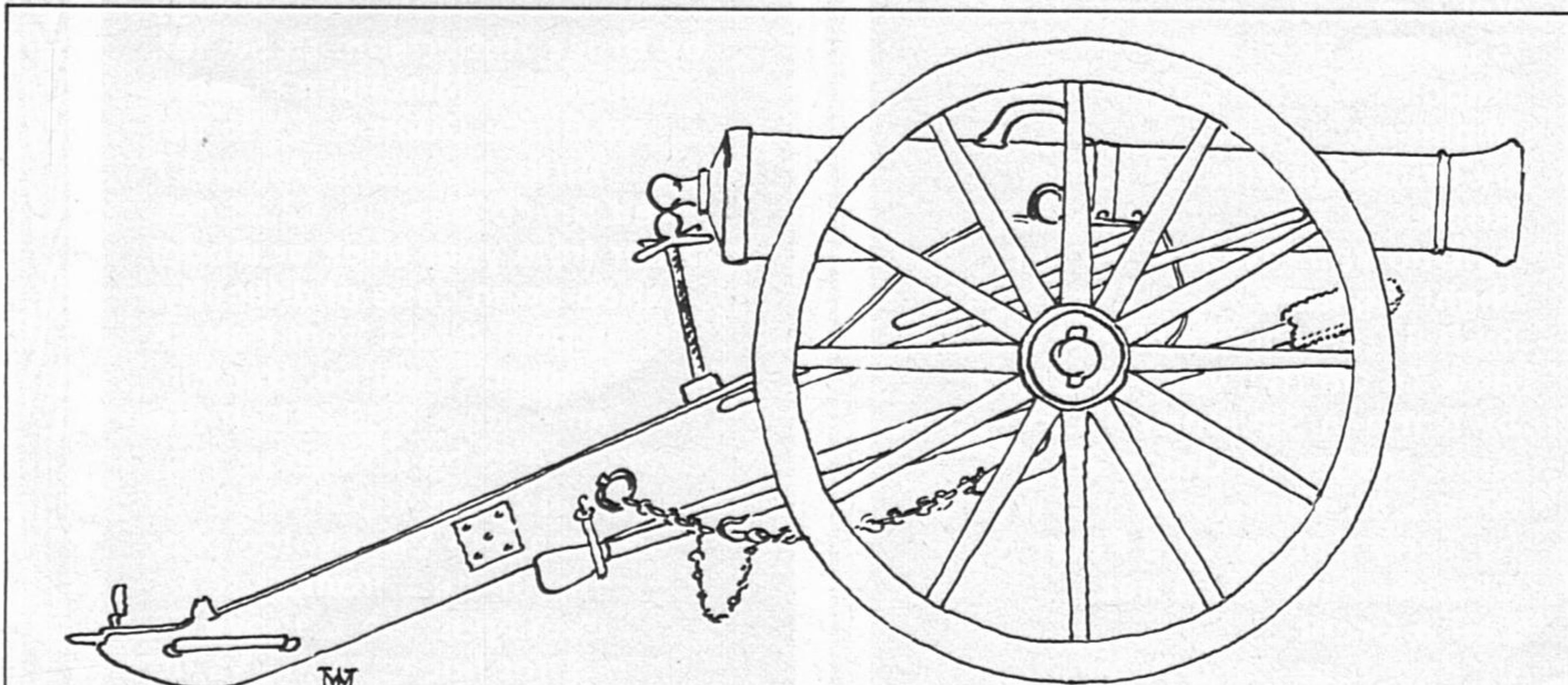
54 mm: Again, only one range, the Tradition one. The figures are all on foot, but are fairly accurate and well-detailed, and represent good value for money. I am sure that most people will be fairly familiar with them so I shall say no more.

Plastic conversions

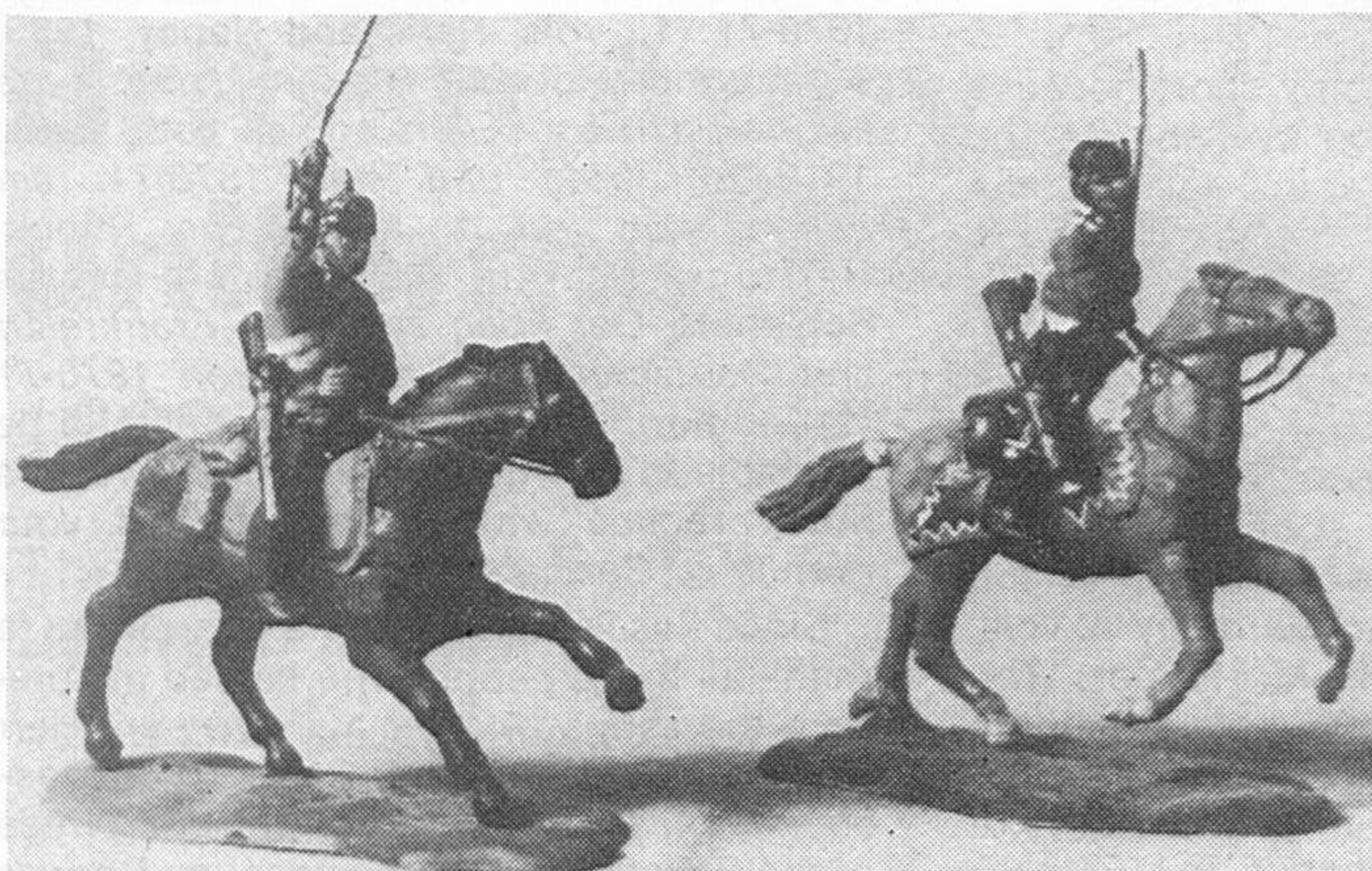
Because of the rather dismal state of metal figures, the 20 mm Airfix figures can really come into their own for conversions to FPW types. I assume that most modellers will have the basic skills requisite for working with these figures, so I shall start with some simple conversions. First, the Prus-



Field Officer of Infantry (WW1 German).



French 4 pdr cannon — length of barrel 4½ feet, diameter of wheels 3½ feet, length of carriage 7 feet. The trail was solid, and no seats were fitted. The sponge was carried on the right side, the handspike on the left.



Prussian Dragoon and Hussar (both US Cavalry).



A Chasseur d'Afrique and a Hussar (both US Cavalry).

sian / Hessian / Saxon / Baden infantry. Sharp modellers will already have noticed that the World War 1 German set is ideal for these troops, and the conversion is quite easy. Remove the moulded ammunition pouches and the turned-down collar, and bayonet scabbard if present, plus the magazine from the rifle. Then add 20 thou card pouches below the waistbelt, and a short sword from 10 thou card. The rolled greatcoat can be added from Plasticine hardened with dope or varnish, or from plastic putty, and packs can come from any other set — the pack assemblies and the Y-straps on the rear should also be removed as they are not right for this period. For those who wish to go further the stand-up collar can be added from Plasticine, but it is probably better just to paint the collar detail on the neck. Haversacks should be reworked with knife and Plasticine/putty to give them the floppy 1870s shape, and the water bottles can come from this material also.

Quite a good officer can be made from the one in the World War 1 French set. Remove his head and replace it with a helmeted one, and add a 10 thou card scabbard, either retaining the pistol in his right hand or replacing it with a 10 thou card blade and a hilt from Plasticine/putty. A drummer can come from any reasonable marching figure. After having carried out basic modifications like replacement of head, addition of equipment etc, the drum can be added from a fairly thin slice of sprue, balsa, or whatever you like — cement it just below the waistbelt and add drumsticks from stretched sprue. In mak-

ing buglers I prefer to cut off a complete arm from whichever bugler takes my fancy and add it to another figure. One thing to remember with the Baden infantryman is that his haversack should be pricked all over with a pin before hardening in order to simulate the 'hairiness' of the original.

The Wurttemberg infantry I make mostly from Civil War Unionists and World War 2 Japanese. For the former, trim the lower legs to represent trousers and add tunic skirts. This can be easily done by gluing some tissue paper to the lower body and then coating it with a 'soup' of plastic card which has been dissolved in dope or liquid cement. The result is quite realistic and thin. The Japanese are also fairly simple. Smooth down the puttees to resemble boots, rework the collar to a standing one, and add the necessary pouches, swords and equipment.

The Bavarians, I find, can come from any useful set — World War 1 British seem all right, as the modifications are simple and they provide a good contrast with the World War 1 Germans used elsewhere. To make the helmet, cut down the spike on a World War 1 German helmet slightly and add the wool crest from Plasticine/putty. Then carefully cut the head off (no marks for those who did this first!) and add it to the World War 1 British figure. The distinctive 'wings' of the Bavarian tunic are quite a challenge, and should really just be painted on if you are only looking for a wargame

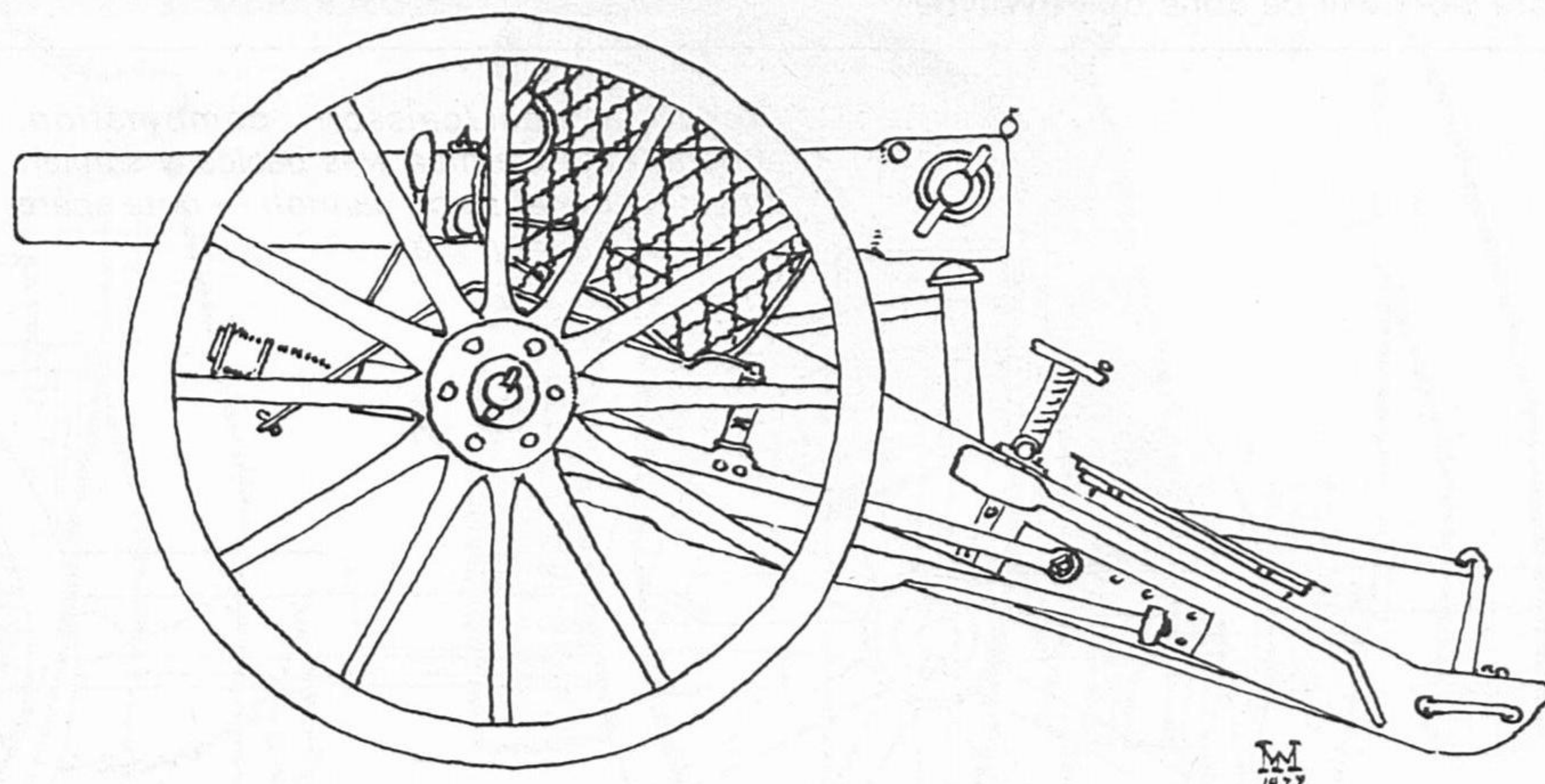
army. If, however, your tastes (like mine) run to display figures, then the 'wings' can be worked up from Plasticine/putty, but be prepared for cursing and pulling of hair — it's a tricky job.

For the majority of the German cavalry, I use the old faithful US Cavalry set. The basic modifications are — remove the collar detail and rolled-up sleeves, smooth down the bandolier to remove the cartridge holders, replace the head with the appropriate one, add tunic skirts, and add a pouch. The Bavarian cavalry, however, I take from the Waterloo cuirassiers. The cuirassier and chevauleger helmets can be made by cutting down the originals, the boots should be cut down to represent the long Bavarian leather linings, and the coat skirts trimmed off. Since Bavarian cavalry wore waist-length jackets for most of the time the tunic does not need to be added. Lancer caps for all figures come from a US Cavalry képi-clad head trimmed down slightly, and with a square of card added on top of a fairing of Plasticine/putty. Hussar caps are either a slice of sprue cemented to a head with the headgear trimmed off altogether, or are Plasticine/putty additions to an existing head, headgear still on — I find Civil War Unionists are best for this modification.

The French are also quite easy to make — line infantry are World War 1 French or Foreign Legion with Plasticine/putty epaulettes, Unionist heads, added equip-



Prussian Landwehr infantryman (WW1 German).



Prussian 4 pdr — barrel length 6 feet, wheel diameter just over 5 feet, length of carriage 8 feet. Note the elevating wheel and mechanism and the small equipment box in the otherwise hollow trail. The object behind the wheel is one of the two gunner's axle-tree seats; they also had small footrests. The sponge is carried on the right side of the piece.

ment like tent-pieces and poles, etc. I prefer the World War 2 Germans for Guard heavy infantry, with the bonnet de police produced from a trimmed-down field cap. Civil War Unionists or Confederates make good franc-tireurs, World War 1 French good zouaves and tirailleurs, the greatcoat cut down to make the jacket and the helmet shaped to make the chéchia (which, incidentally, should be garance — I left the information out at the time). Cavalry are, again, mostly the US Cavalry, but since the cuirassiers and carabiniers can be so easily made from the Waterloo cuirassiers the latter set should be used for them.

I would now like to make a small plea to Airfix. The reason that I have not mentioned using several other sets which on first sight might appear to be ideal for modification is that they are either too small or too large to fit in well. Anyone who has collected the 20 mm figures for a while will know what I mean — the original sets were about 20 mm, but then the Civil War types were a little larger, and the World War 1 types larger still. The Napoleonic are huge by comparison to most others, especially the British hussars — I'll never know why Napoleon never tried to enlist them into his service as they are several inches taller and many pounds heavier than his cuirassiers! Now we are going down again in size with the latest World War 2 releases, which means that an army composed of all these types is a rather strange sight. Just the same, though, one or two Napoleonic modifications within a unit of, say, World War 1 German modifications would help, because as everyone knows, not all people are the same size. But I would like to ask Airfix if they could at all be consistent in future with the sizes of the 20 mm figures and with the quality of them as well — the Australian infantry are magnificent, but the World War 2 USAAF personnel are quite poor when compared to them — at least they were in my set.

Moaning aside, there are also obviously many conversions possible from the 54 mm figures now on the market. I am especially thinking of the Airfix figures and the Foreign Legionnaire in particular, who is sitting on my shelf awaiting conversion to a marine infantryman. Since I have just begun in this field, I shall leave the conversion details to the experts in the hope that more work will be done on FPW types.

Further reading

This section will be fairly short because there is not really much available to the general reader on the war in English, and a working knowledge of second-hand book stores or French and German is requisite if you intend to study further. To get started, however, I would recommend (in addition to the Howard book mentioned in the first article) the following works: Alistair Horne, *The siege of Paris* (London, 1965); Archibald Forbes, *My experiences of the war between France and Germany* (2 vols, London, 1871); Sir H. M. Hozier, *The Franco-Prussian War* (2 vols, London, 1871); and such papers as the *Illustrated London News*, *The Graphic*, and others of the period. Also try Almark's *The Franco-Prussian War* — it's quite good as a potted guide. Don't be tempted by Osprey's *The army of the German empire, 1870-1888*, though — uniform details are suspects and the text deals mainly with the imperial German army and not the earlier one.

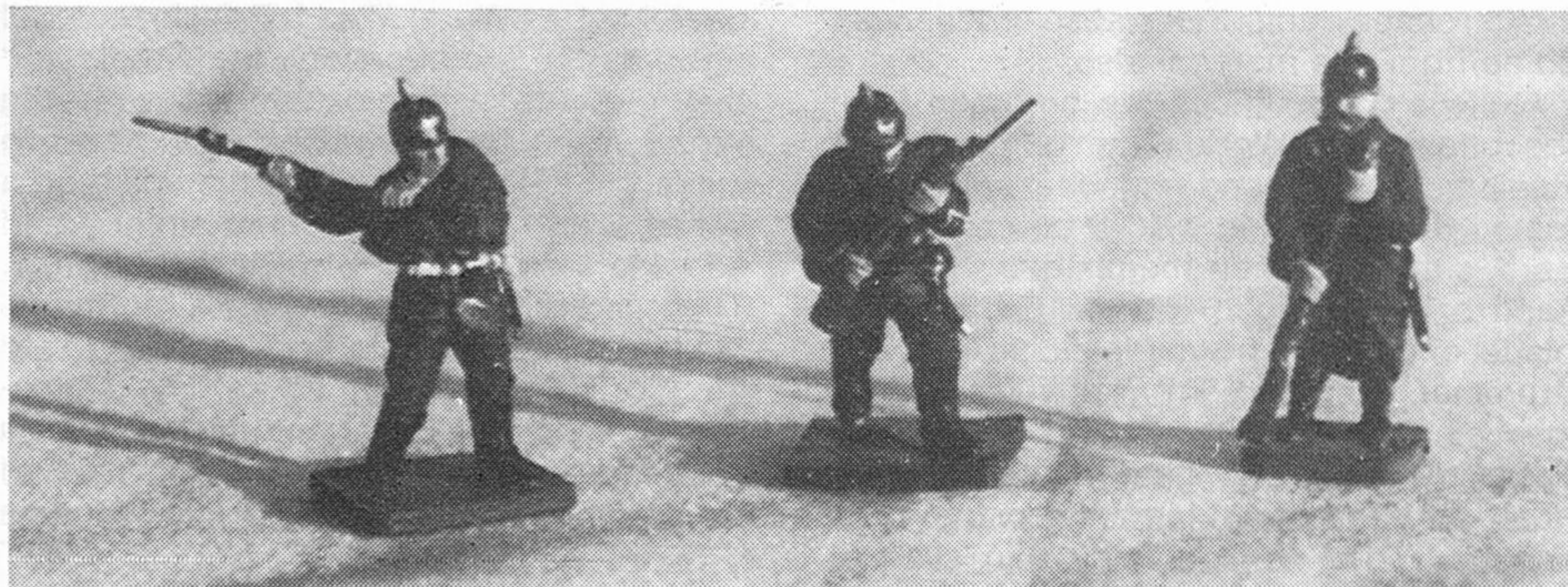
For those readers who can read French and German, the following are recommended: Pierre Lehautcourt, *La guerre de*

1870-71 (15 vols, Paris and Nancy, 1885-98); Leonce Rousset, *Histoire générale de la guerre franco-allemande* (6 vols, Paris, 1910-12); *Krieg und sieg 1870-71: ein gedlenkbuch*, ed J. A. G. von Plfugk-Harttung (Berlin, 1895); and Justus Schiebert, *Der krieg zwischen Frankreich and Deutschland in den Jahren 1870-71* (1st edition, Berlin, 1895). Most should be available in a large library and are worth a little practice with a dictionary if your French or German is spotty.

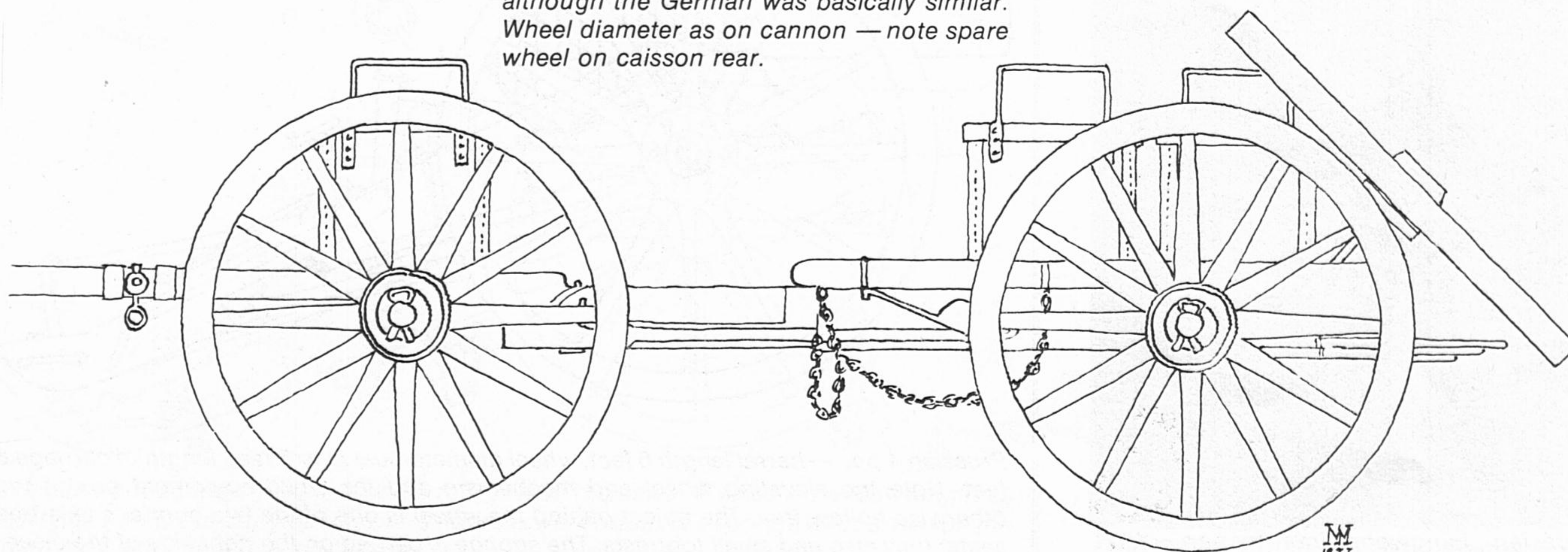
Since this is the last article I would like to thank all those people who helped me prepare the series by their aid. They are Herr Siegfried Fiedler of the *Wehrgeschichtliches Museum*, Frau Rotraud Wrede of the *Bayerisches Armeemuseum*, Charles A. Norman, Herr Siegfried Herrmann, Meredith MacDonnel, Victor Suthren, Julie McCarroll, and the Toronto Public Library staff. Lastly, I would like to repeat my offer of information or assistance to anyone who writes c/o the editor. A little-known period such as this one depends very much on word of mouth contact, and I would be glad to give what help I can. □



Above Bavarian infantryman (WW1 German), Engineer (WW1 French). Below Prussian infantry (WW1 German).



French limber/caisson combination, although the German was basically similar. Wheel diameter as on cannon — note spare wheel on caisson rear.



British Army uniforms

1660-1900

The 12th or East Suffolk Regiment circa 1846
by Bryan Fosten

WE ARE fortunate in having the Regimental History with excellent plates painted by P. W. Reynolds for the basis of a reconstruction of the uniform for this period coupled with the comprehensive Hayes plate with several marginal sketches illustrating different orders of dress of other regiments.

The uniform was red, faced yellow, with gold lace for the officers and plain white bastion loops for the rank and file. All the buttons of officers and men were in pairs. Reynolds provides us with two paintings of officers. The first is in full dress and has the Albert shako with gilded shako plate, brass chin scales, and a white over red ball ornament on a gilded mount. The shako was made of beaver reinforced with polished leather. The coatee has a tight Prussian collar with two gold loops and small uniform buttons. The cuffs were plain, about 2¾ inches deep and had a scarlet slashed flap, with four loops, in pairs, with small buttons. There was a flap in each skirt with four gold loops and large buttons and two large buttons at the waist. The turnbacks were white kerseymere and were decorated with regimental ornaments. The coat was made to fit tightly, with narrow sleeves, and the fronts were made to come down to a point over the stomach. The skirts reached to just above

the level of the knees. Reynolds shows his officer with two large gold fringed epaulettes. Field officers had plain gold laced straps and a solid crescent embroidered with the Queen's cypher. The bullion of the Colonel and the Lieutenant Colonel was 3½ inches deep, that of the Major three inches.

Captains had gold lace straps with narrow silk stripes in the facing colour, metal crescents and bullion smaller than the Major who had bullions 2½ inches deep. Subalterns wore epaulettes like the Captains, but with bullions smaller still.

From October 15 to April 30 the officers wore Oxford mixture trousers with red welts down the outside of each leg. From May 1 until 14 October they wore grey tweed trousers when in the United Kingdom, but white linen in the West Indies, India or the Mediterranean.

Grenadier companies had all white ball ornaments, Light Infantry companies all green and the flank companies also wore wings, gold, with grenade or bugle horn ornaments for officers. The sword in the regimental history plate is slender, almost straight-bladed with a gilt half-basket hilt with the Queen's cypher in the bars. The guard was lined with black leather and the grip was black fishskin bound with a spiral

of gold wire. The blade was 32 inches long. The scabbard was black leather with brass chape locket and top mount and the sword knot was crimson and gold with a bullion tassel.

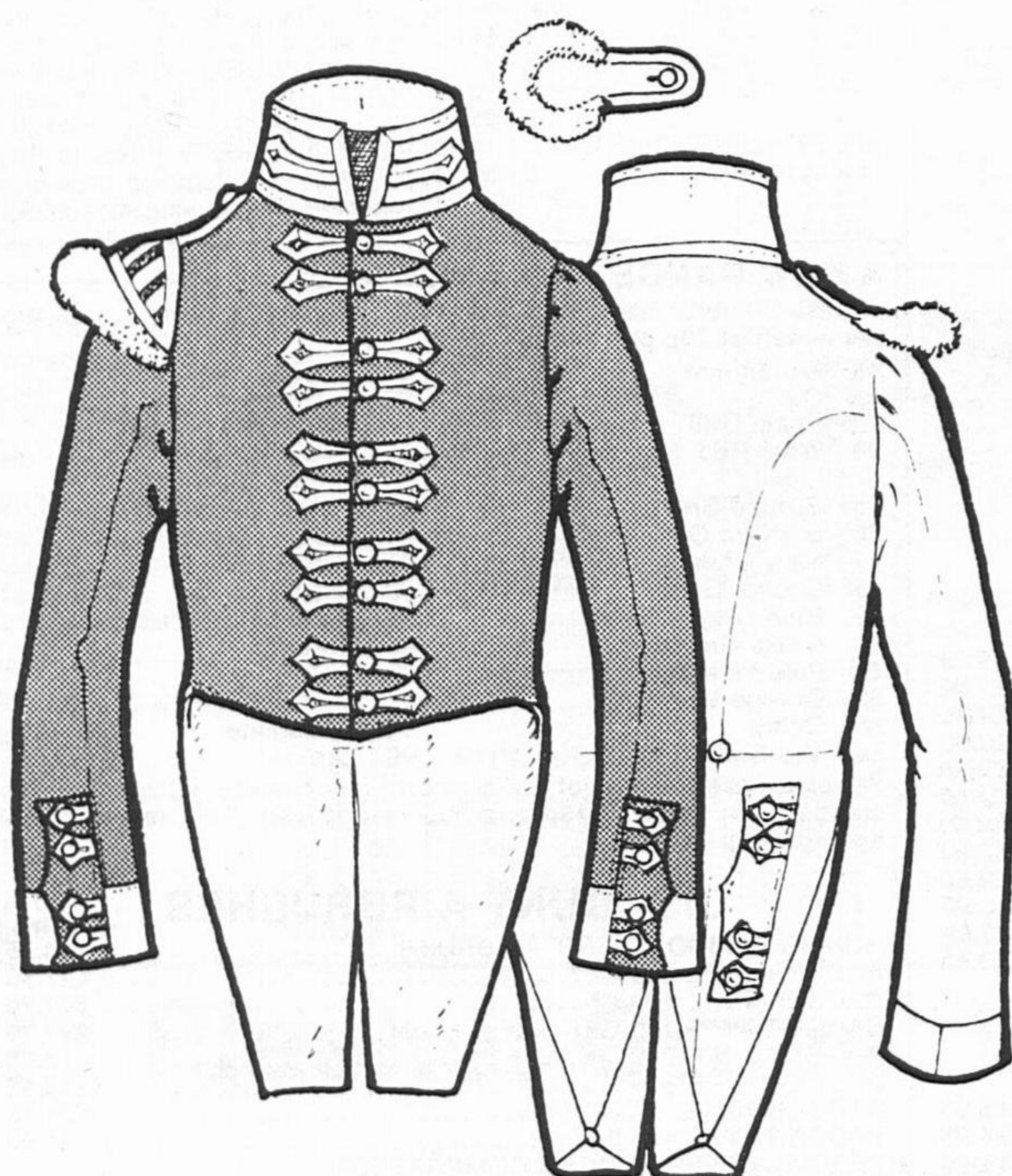
Field officers wore a white leather waist belt and the sword on leather slings. The Battalion company officer in Reynolds' plate has a white shoulder belt with a gilt rectangular plate with a silver ornament, being an eight-pointed fluted star with, in the centre, the Crown over a circlet lettered 'Minden, Gibraltar and Seringapatam' and in the centre 'XII'. The officer wears white gloves. The Adjutants wore the regimental uniform with their sword suspended by slings from the shoulder belt and steel scabbards.

The horse furniture was a rectangular saddle cloth the colour of the regimental facings 2 feet 10 inches in length and 1 foot 10 inches in depth with a gold lace edging showing a scarlet edging. The bridle was black leather with a gilt bit boss with the 'Rose, Shamrock and Thistle' entwined as an ornament surrounded by the lettering 'Infantry Mounted Officer' and with the Crown above. The bridle 'fronts' and 'rosettes' were the colour of the facings. This description is clearly shown in the main part of the Hayes plate with the addition of a Light Infantry Company Officer who has a gilt whistle and chains from a rosette or lion's head ornament on the shoulder belt. Both he and the Grenadier officer have special corded waist sashes. Reynolds gives the Battalion company officer a very narrow waist sash tied on the left hip.

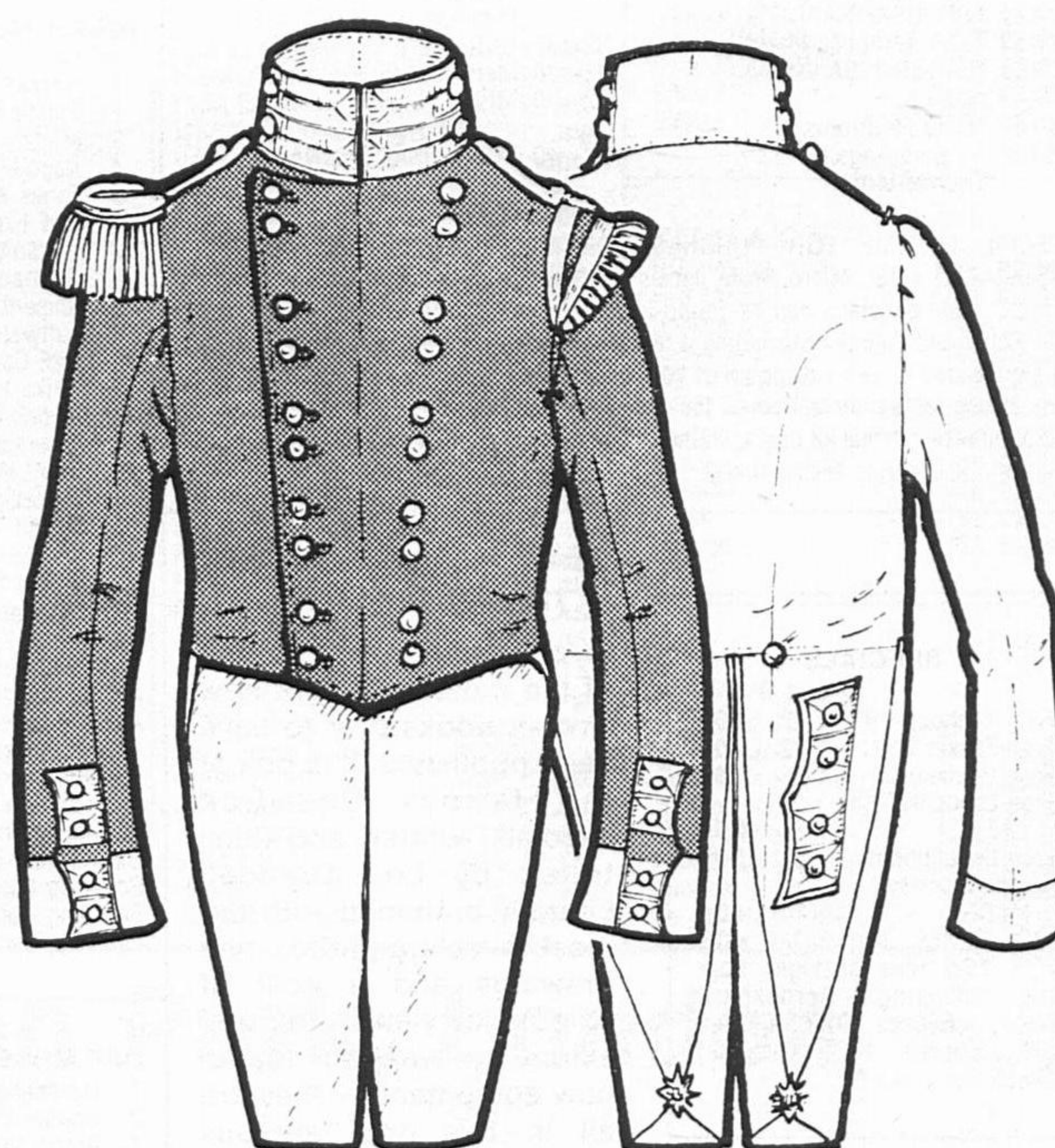
The second figure in the Reynolds' plate is an officer wearing the shell jacket and undress forage cap. The shell jacket is scarlet with a tight yellow Prussian collar

Continued on page 342

The Other Ranks coatee showing Flank Company wing and Battalion Company tuft. This had developed into a definite crescent shape by this period.



Officers' coatee, 1846, showing on the right shoulder, the bullion fringe of a Battalion Company officer and on the left shoulder a wing of the Flank Companies.



MODEL MARK

MICRO SCALE DECALS

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72- 75 Marines F4B Phantom	72-145 USAF MIG Killers
72- 76 USAF F4C/E Phantom	72-150 F84 Thunderstreak, inc
72- 77 USN/Marines A4B/C	T/Birds
72- 78 USN/Marines A4C/E	72-152 B52 Stratofortress
72- 79 USN A6A/EA6A Intruder	72-155 F4B/J Marines
72- 80 USN A6A Intruder	72-158 US demonstration teams
72- 81 USN A7B/E Corsair	72-159 MIG 21 inc aerobatic teams
72- 82 USN A7A/E Corsair	72-162 USN colourful A7 Corsairs
72- 83 US current insignia	72-164 F4 Phantom data markings
72- 84 USN current insignia	72-165 Grumman Tracker &
72- 87 Luftwaffe RF4 & Fiat 91	Hawkeye
72- 88 Luftwaffe F104G	72-166 USAF/Marines OV10 Bronco
72- 89 Luftwaffe current codes	72-169 USAF/ANG F86D Sabre
72- 90 Luftwaffe current crosses	72-170 USN/Marines A4 Skyhawk
72- 91 F106A Delta Dart	72-171 USN F14A Tomcat inc Bi-Cent
72- 92 F106A/B Delta Dart	72-173 USN A7 Corsair inc Bi-Cent
72- 93 RA5C Vigilante sheet 1	72-174 F4B/J Phantom inc Bi-Cent
72- 94 RA5C Vigilante sheet 2	72-176 USAF F100D silver finish
72- 95 F105D silver finish	72-177 USAF F100D silver finish
72- 96 F105D camouflaged	72-178 USAF F105D silver finish
72- 97 F100D silver finish	72-179 USAF F105D camouflaged
72- 98 F100D silver finish	72-180 USAF F104/TF104 Starfighter
72-100 F86 USAF/SAAF Korea	72-181 F104 Starfighter various
72-101 MIG15/MIG19 various	nations
72-102 MIG17/MIG21 various	72-184 US HU16 Albatross, 4 aircraft
nations	72-185 F15A Eagle, inc 'Streak Eagle'
72-103 F86 USAF/ANG	48- 3 USN/Marines TA4F Skyhawk
72-104 F5A Freedom fighter	48- 5 USAF F4E Phantom
72-105 Israeli pre-1967	48- 6 USN/Marines A4E/F Skyhawk
72-106 Israeli post-1967	48- 9 USN/Marines A6A Intruder
72-107 F102 Delta Dagger	48- 11 OH6A/UH1 helicopters
72-108 F102 Delta Dagger No 2	48- 27 F86 Sabre, various nations
72-109 U.S. Coast Guard markings	48- 28 F86 Sabre USAF
72-110 RF101 Voodoo & Lockheed	48- 29 MIG 15 sheet 1
SR71	48- 30 MIG 15 sheet 2
72-111 USN CAG/OW F4B/J	48- 33 USN Bi-Cent F4N Phantom
Phantom	48- 34 USAF/Marines F4C/J Bi-Cent
72-112 USN CAG A7 Corsair	48- 35 USAF P80 Shooting Star
72-113 USAF Vietnam F4C/E	sheet 1
72-114 A4D/E/L USN/Marines	48- 36 USAF P80 Shooting Star
72-115 F106A Delta Dart	sheet 2
72-116 A7D USAF camouflaged	32- 21 F86 Sabre Korean War
72-117 USAN Neptune/Hawkeye	32- 22 F86 Sabre Korean War sheet
72-118 USN A1 Skyraider	2
72-119 USN F14A Tomcat	32- 27 USN F4J Phantom
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72-126 USAF F100D silver finish	32- 30 USAF F4D/E Phantom
72-128 USN A6A Intruder	32- 35 Marines F4J Phantom
72-132 F111 USAF/RAAF/USN	32- 36 Mirage 111, France, RAAF,
72-133 T33A Aerobatic teams	Lebanon
72-135 F5A/F5B/T38A various	32- 37 USN A4E/F Skyhawk
nations	32- 38 Marines A4E Skyhawk
72-137 Fancy Phantoms	32- 39 MIG21, USSR, German,
72-138 A4 Blue Angels, T33	India, Egypt
Thunderbirds	32- 40 F104A USAF and NASA

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75p

All 1/72 unless stated differently

- 1 Luftwaffe codes 1939-45 white
- 2 Luftwaffe codes 1939-45 black
- 3 Luftwaffe Swastikas
- 4 Luftwaffe underwing/fuselage crosses
- 5 As sheet 4 but simplified design
- 6 Luftwaffe upper wing crosses
- 7 As sheet 6 but simplified design
- 8 Luftwaffe rank/Squadron markings
- 9 RAF 'B' type roundels 1923-47
- 10 RAF 'C' type roundels/fin flashes
- 11 RAF 'A' type roundels, 'A1' type and later fin flashes
- 12 RAF prototype, kill and squadron insignia 1939-45
- 13 RAF dark red codes and serials
- 14 RAF red and light grey codes
- 15 RAF Sky type S and light grey codes
- 16 RAF codes and serials black
- 17 Italian Upper/Lower wing fascas
- 18 Italian Squadron markings
- 19 Italian red, black and white codes
- 20 Luftwaffe red codes and letters
- 21 USAF black/white codes and letters
- 22 USAF national insignia
- 23 USAF markings for P47 & P51 1/48
- 24 USAF markings for P47, P51, P38
- 25 Luftwaffe crosses
- 26 Luftwaffe large sized crosses
- 27 Russian red, yellow, white numerals
- 28 Russian stars, kill markings etc
- 29 Luftwaffe yellow/black codes
- 30 Luftwaffe 42 cm yellow/black codes
- 31 Canada maple leaf both styles
- 32 Canada maple leaf & lettering
- 33 Canada Buzz nos and lettering
- 34 Canada side logos etc
- 35 USAF white national insignia
- 36 Luftwaffe night fighter markings
- 37 Luftwaffe green codes etc
- 38 Luftwaffe staffel/gruppe markings
- 39 Luftwaffe codes and stencils
- 40 Finnish national insignia
- 41 Finnish unit insignia and serials
- 42 Finnish squadron codes
- 43 Italian co-belligerent Air Force
- 44 Japanese prop stripes etc
- 45 Japanese meat balls etc
- 46 Japanese Sentai markings
- 47 As above but in black
- 48 Luftwaffe tail kill emblems

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and pointed cuffs. It has a row of very small uniform buttons down the front set on in pairs with two more on each cuff at the back seam. The coat actually fastened down the front with hooks and eyes, the buttons being for decoration only and consequently set in profusion. The shoulder ornaments are plaited basket cord, twisted double with a small figure at the sleeve end, fastened with a small regimental button.

The forage cap is blue with a drooping black leather peak and a black chin strap. The band is black mohair 'oak leaf' lace and the regimental number is worked on the front above the band in gold. They could cover this cap with an oilskin cover in foul weather.

Not illustrated by Reynolds, but shown by Hayes, is the blue single-breasted frock coat. This had eight regimental buttons down the front and two small ones on the cuffs, plus a plain Prussian collar. It had full skirts which reached to just above the knees and was worn with the waist sash and black undress sword belt (with slings) over it. The coat was unpopular with the establishment and was shortly to be officially withdrawn although it was still being worn during the Crimean War. Reynolds shows his figure in the shell, back view. The figure is the Adjutant in Drill Order and his sword scabbard is steel.

Reynolds' front view of a private soldier of the Light Infantry company is much as one would expect. The Albert shako has a green ball ornament and a brass plate consisting of a Crown set above a solid brass circlet bearing the regimental number. The coatee is red with yellow collar and cuffs and red cuff flaps. The turnbacks, which reach to just below the buttocks, are white and have slashed vertical pockets with the buttons set on in pairs. The coat has five pairs down the front with bastion loops and the cuffs also have white bastion loops in pairs. The Light Infantryman has red wings with white darts of lace, edged with very big white woollen rolls on the outside edges. (Margin sketches in the Hayes' plates show that the centre companies had white worsted epaulettes with fringes.) The collar is edged all round with white lace and there is one bastion loop on each end.

Reynolds' figure of a private of a Battalion company in winter undress shows a Kilmarnock bonnet type forage cap all blue with brass numeral on the front. The coatee is as described but with yellow shoulder ornaments without fringes edged with white and with white worsted crescents. The bonnet has a narrow chin strap. The shoulder belts are not worn. He has Oxford trousers and a cane.

A Bugler of the Grenadier Company wears the same shako and coatee as described above but the ball ornament is plain white and the coatee lace is decorated with black, red and yellow in an indistinct design. The coat has additional lace up the arm seams and up the body seams under the arms, all decorated in the same way. The looping and the woollen rolls on the wings are also liberally bestowed with the black, red and yellow colouring. The Bugler has a cross-hilted band sword in a black leather and brass scabbard and the bugle is on a plain green cord.

The Bugler and the Bandsman in full dress and Reynolds' description in his

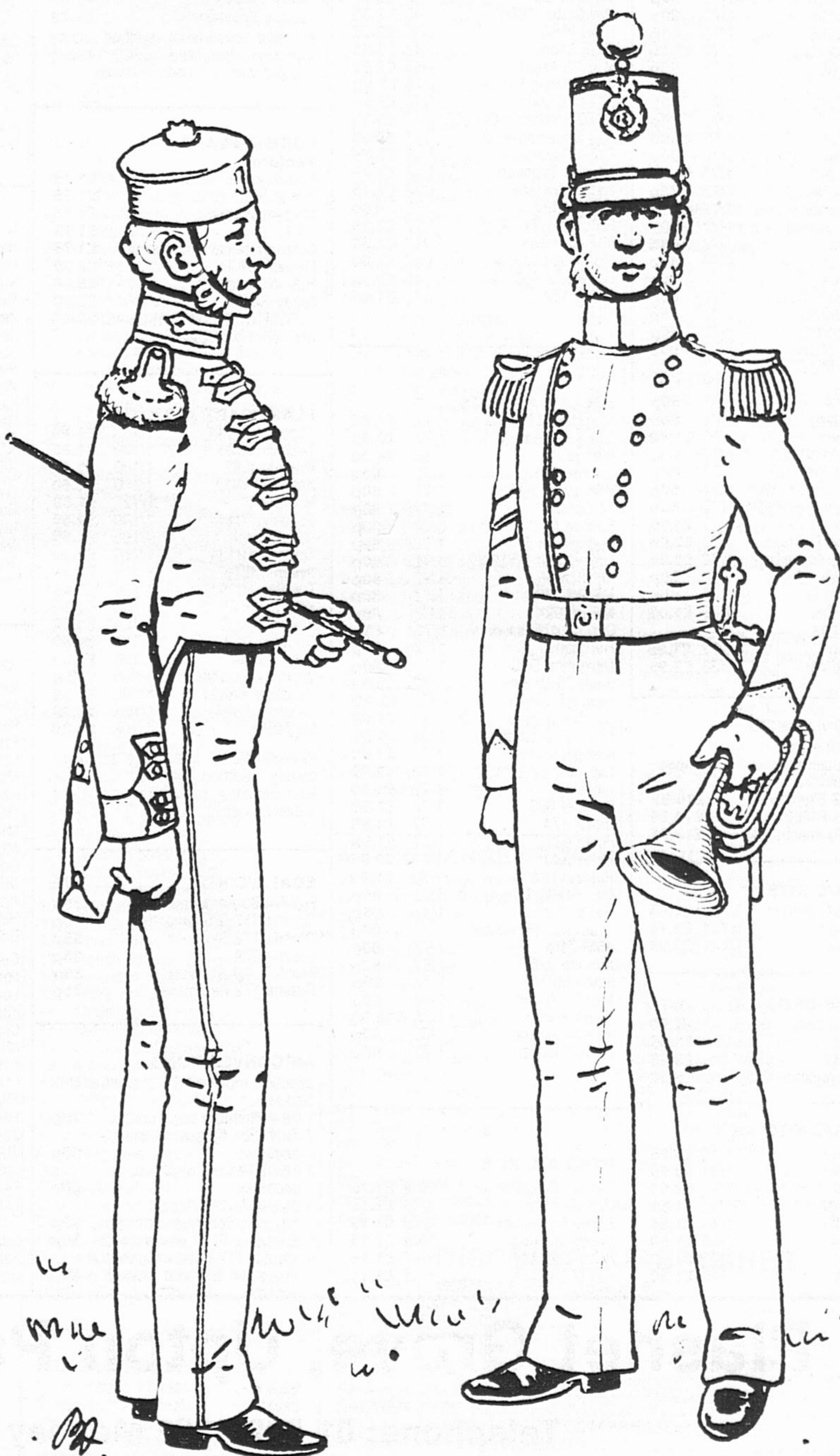
manuscript of a Bandsman in undress are all taken from Ebsworth's sketches. The Bandsman in full dress wears the shako with a white over red ball ornament, a white coatee with plain yellow collar and pointed cuffs and yellow turnbacks. He has a double-breasted coatee with white metal buttons and yellow fringed epaulettes. He wears the grey (Reynolds shows this as a pleasant Lavender grey) trousers worn in UK in summer. The Bandsman's sword is worn from a frog on a white waistbelt with a brass front plate.

In the margin of Hayes' Infantry plate is the Band of the 8th Regiment who are dressed similarly. Their Drum Major is dressed in an ordinary red coatee with Oxford trousers and has a huge black

bearskin cap with a Drum Major's sash over the left shoulder and carries a long mace. The other Bandsman figured in the margin is of the 44th Regiment and shows basically the same costume, which therefore seems standard for infantry of this period.

In undress the Band wore scarlet Kilmarnock bonnets with scarlet pompoms and black chin straps and white shell jackets with yellow collars, round cuffs, shoulder straps and rank chevrons. The coat was single-breasted and worn with a lot of small buttons down the front. Oxford mixture trousers with red welts are shown. The white waistbelt was worn over the shell with the band sword on the left hip. Another source given in the Regimental Museum states the band sword was about

A Private of Battalion Company (left) wearing the Oxford blue winter trousers. On the right is a Band Corporal wearing white coatee with a yellow collar, cuffs, turnbacks and piping to the lapel. He is wearing the summer grey trousers.



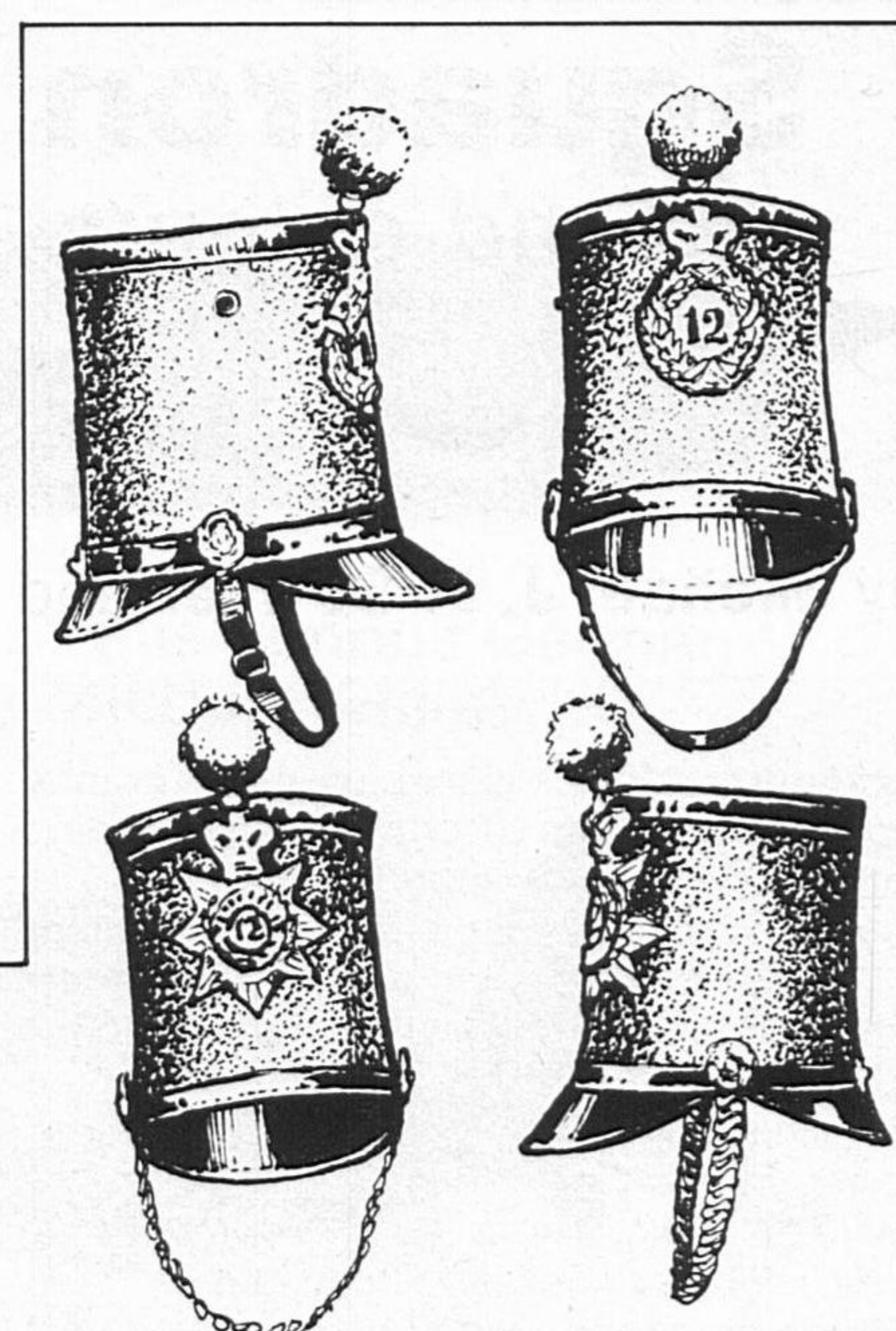
two feet long with a 'Gothic' cruciform brass hilt and had a black leather scabbard with a brass chain. Reynolds shows a company drilling in single-breasted red shell jackets with Kilmarnock caps and Oxford mixture trousers. They wear two crossed belts, one for the pouch the other for the bayonet.

Hayes' plate confirms that sergeants wore grey caped overcoats like the men but with yellow collars and cuffs. They also wore double-breasted officer type coatees with two rows of buttons down the front and lace bars on their collars and cuffs. Hayes also shows a tiny row of Pioneers marching with the 8th Foot. They seem to have brown leather aprons and very large pouches covered in brown fur but the fig-

ures are too small for this to be confirmed.

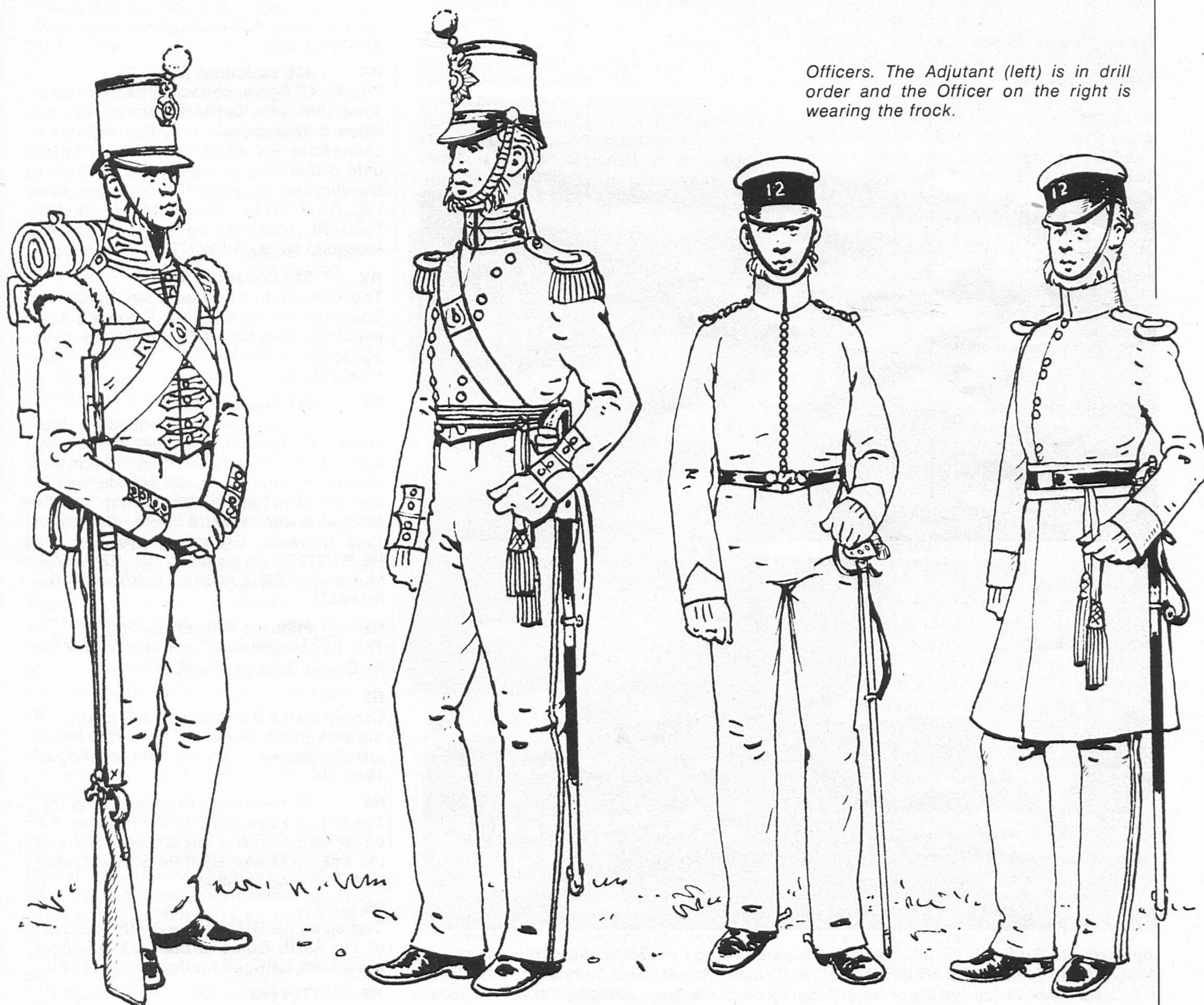
The Paymasters, Quartermasters, Surgeon and Assistant Surgeon of the regiment would wear the uniform of the regiment with epaulettes of their rank except that they wore cocked hats, black waistbelts with slings worn under the coats and had no sashes. The hats of the Paymaster and Quartermaster had the regulation lace loop and crêpe fringe tassels, the former without a feather, the latter with a 5-inch-long hackle feather. The hats of the Surgeon and the Assistant Surgeons were in plain with a black button and loop and no feather.

Sources: Regimental History; P. W. Reynolds' MSS; Dress Regulations; Hayes' Infantry plate for 1846.



Below An Officer of the Battalion Company (right) and a Private of the Grenadier Company. **Right** Officers' and Other Ranks' 'Albert Shako'. The ball tufts maintained the colours established in earlier periods for the various companies. White over red for the Battalion Company, white for the Grenadier Company and green for the light infantry.

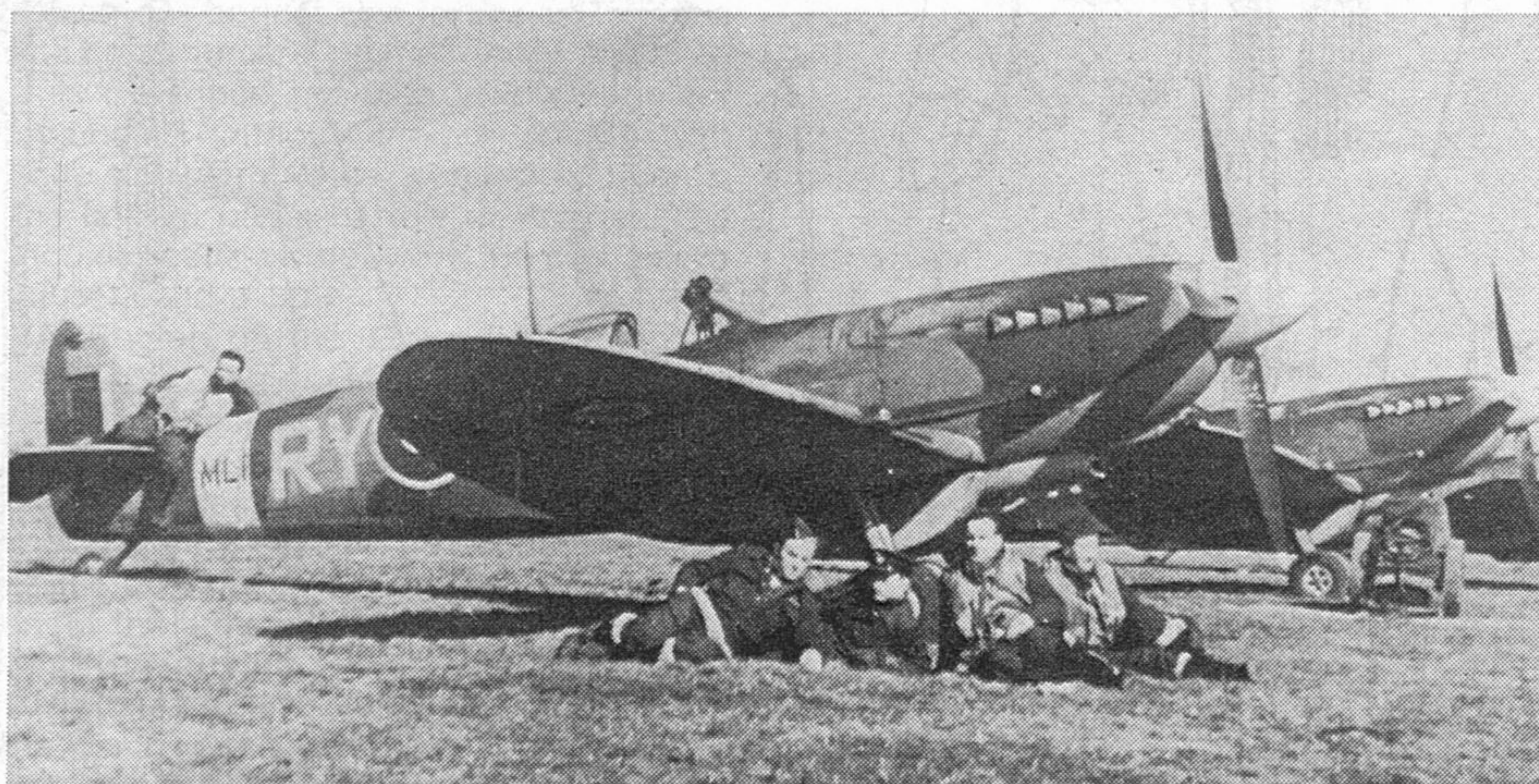
Officers. The Adjutant (left) is in drill order and the Officer on the right is wearing the frock.



Squadron codes

and colours 1939-56

By Michael J. F. Bowyer and John D. Rawlings



Top Mosquito F II RX-X:DD739 of No 456 Squadron flying from Middle Wallop in June 1943 (IWM). **Centre** Tempest F 2 5R-V:PR533 of No 33 Squadron at Kuala Lumpur in 1949 (via P. H. T. Green). **Above** Spitfire IXs of No 313 Squadron; the nearest aircraft is ML187 (K. Zohar via M. Garbett).

RT

Carried by the B-24s of the 706th Squadron of the 446th Bomb Group, USAAF, from Bungay between March 1944 and May 1945.

RU

Carried on the B-26s of the 554th Squadron of the 386th Bomb Group, USAAF.

RU 414 Squadron (c)

Formed at Croydon on August 12 1941, this Canadian squadron flew army-co-operation duties, carrying 'RU' on its aircraft at least until 1943, eg Lysander IIIA RU-W:V9381; Tomahawk IIB RU-V:AK185; Mustang I RU-H:AG527.

RU Station Flight, Hendon

Allocated to this unit but no known use.

RV 1659 HCU (c)

This Topcliffe-based HCU provided crews for No 6 Group and flew Halifaxes and Lancasters using the letters 'RV', eg Halifax IIIA RV-J:MZ505; Lancaster I RV-A:HK565.

RW 36 Squadron (c)

In October 1944 this squadron re-formed at Chivenor with Wellington XIVs and assumed the letters 'RW'. It moved to Benbecula in March 1945 and was disbanded there on June 4 1945. Example: Wellington XIV RW-A:NB912.

RX 456 Squadron (c)

This RAAF fighter squadron had formed in June 1941 with Defiants lettered 'PZ' but when it re-equipped with Beaufighters it changed to 'RX' which combination it used until disbanding in June 1945. Examples: Beaufighter IIF RX-Z:T3370; Beaufighter VIF RX-Z:X8138; Mosquito NF II RX-X:DD739; Mosquito NF XII RX-T:HK345; Mosquito NF 30 RX-W:NT241.

RY 313 Squadron (c)

This combination was used by 313 (Czech) Squadron on its Spitfires throughout its existence from May 1941 to February 1946, eg Spitfire I RY-X:P9513; Spitfire IX RY-P:ML261.

RZ 241 Squadron (c)

This Army Co-operation squadron was formed on September 25 1940 with Lysanders marked 'RZ' and this combination was retained throughout its war service, both in the UK and after transferring to the Mediterranean theatre from November 1942 onwards. Examples: Lysander IIIA RZ-P:V9707; Tomahawk IIA RZ:AH928; Mustang I RZ-A:AG512; Spitfire IX RZ-R:MK425.

R2 Pilotless Aircraft Unit (c)

This target-operating unit carried 'R2' on its Queen Bees, eg R2-M:LF801.

R2

Carried on the B-24s of the 7th Squadron of the 34th Bomb Group, USAAF, from Mendlesham, between January 1944 and August 1945.

R4 18 Armament Practice Camp (c)

The APC at Fairwood Common carried 'R4' on its target-towing aircraft at the end of the war, eg Master GT II R4-E:DL417; Martinet TT 1 R4-11:JN293.

R5

Carried on the B-24s of the 839th Squadron of the 487th Bomb Group, USAAF, from Lavenham, between April and August 1945.

R8 274 MU

Allocated to this unit but no known use.

2R

Carried on C-47s of the 50th Squadron of the 314th Troop Carrier Group, USAAF.

3R

Carried by the B-24s of the 832nd Squadron of the 486th Bomb Group, USAAF, from Sudbury, between March 1944 and August 1945.

4R

Carried on the B-24s of the 844th Squadron of the 489th Bomb Group, USAAF, from Halesworth, between May and November 1944.

5R 33 Squadron (c)

When 33 Squadron returned to the UK from the Middle East in 1944 it was allocated this combination and carried '5R' on its aircraft in 2nd TAF, in BAFO after the war and then in Malaya during the confrontation, relinquishing it in the mid-1950s. Examples: Spitfire IX C 5R-E:BS239; Typhoon IB 5R-P:MN779; Tempest F 5 5R-M:NV695; Tempest F 2 5R-U:PR786; Hornet F 3 5R-P:WB871.

6R 41 OTU

Allocated to this unit but no known use.

7R 524 Squadron (c)

This Coastal Command Wellington XIV unit used this code late 1944 through 1945, eg 7R-D:HF276.

8R

Carried on the B-24s of the 846th Squadron of the 489th Bomb Group, USAAF, from Halesworth, between May and November 1944.

9R 229 Squadron (c)

On returning to the UK in 1944, 229 Squadron carried this combination on its Spitfires until it was renumbered 603 Squadron on January 10 1945, eg Spitfire IX 9R-A:MH813; Spitfire LF 16E 9R-H:SM390.

SA 486 Squadron (c)

From its formation in March, 1942 until its disbandment in October, 1945 this New Zealand fighter squadron used 'SA' to identify its aircraft, eg Typhoon IB SA-K:JP853; Tempest V SA-J:JN807.

SA

This code has also been quoted as a Coastal Command Whitley unit, eg Whitley VII SA-W:BD682 and it is possible that it was at one time used by No 612 Squadron; confirmation would be welcome.

SB 464 Squadron (c)

This 2 Group Bomber Squadron, a RAAF unit, used 'SB' from its formation on September 1 1942 until its disbandment on September 25 1945, eg Ventura II SB-G:AE939; Mosquito FB VI SB-Y:HX921.

SC Station Flight, Prestwick (c)

Allocated to this unit but no known use.

SC

Carried on the B-17s of the 612th Squadron of the 401st Bomb Group, USAAF from Deenethorpe between November 1943 and June 1945.

SD 501 Squadron (c)

Used by this Auxiliary fighter squadron throughout World War 2 and from 1949 to 1951 on Hurricanes, Spitfires, Tempests, Meteors, Vampires and Harvards, eg Hurricane I SD-G:L2056; Spitfire I SD-G:P9464; Spitfire LF VB SD-E:BL565; Spitfire VC SD-A:BR168; Spitfire IX SD-3:MJ311; Tempest V SD-E:EJ626; Vampire F 1 SD-R:VF282; Meteor T 7 SD-G:WA594; Harvard T 2B SD-A:KF670.

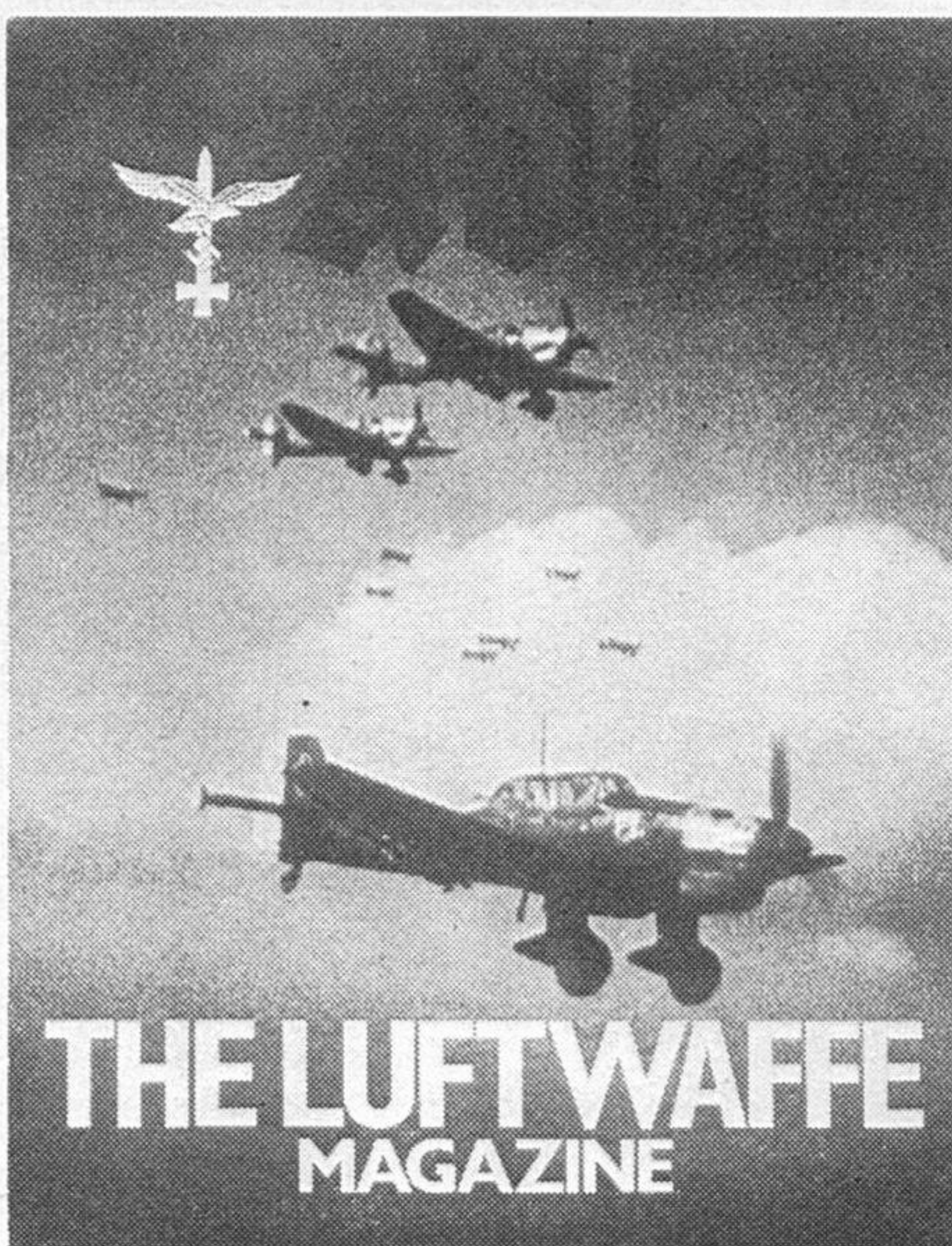
Der Adler

A review of a facsimile reprint of this famous German wartime Luftwaffe magazine by **Michael Gilliat**

Der Adler: The Luftwaffe Magazine, edited by S. L. Mayer and Masami Tokoi. Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1PR. Price £4.95.

PUBLISHED BY the Luftwaffe before and during the last war, *Der Adler* was similar in style to its more famous sister magazine *Signal*. Its intention was quite simply to publicise the military might of the German air force to all and sundry. To achieve this, it would often use a subtle mixture of straight reporting, half-truths and downright lies, backed up with an impressive photographic coverage that must have been the envy of the Allies.

Der Adler concentrated mainly on the aircraft, equipment, personnel, policies, tactics and successes (but *not* failures) of the Luftwaffe. It was not merely intended for home consumption, and indeed up to the end of 1941 the magazine was published in a bilingual German and English edition which was specifically designed to encourage American isolationism by emphasising the omnipotence of German air power.



The standard issue of *Der Adler* was 32 pages in length, fully illustrated and designed in a sensational, eye-catching way. The cover usually portrayed a Luftwaffe hero, an air battle, or a newly developed aeroplane. The magazine wasn't just devoted to the operations and activities of the German air force; the latter half often comprised material of a more general nature — German theatre, plays or musicals, and 'travelogues' on foreign countries.

Copies even infiltrated into the occupied Channel Islands and a few more were brought into Ireland by submarine. It is also conceivable that the odd copy ended up in the UK, but the bulk of the dual-language

edition was circulated in the USA, at 8 cents a copy, but ceased shortly after Pearl Harbor. The Germans, of course, were well aware that the Allies would get hold of copies, and were quick to take advantage of this.

For example, between 1940 and 1941, the magazine included features displaying the newest German night fighter, the Heinkel He 113. Seeing these, Allied intelligence warned air crews, and indeed pilots reported that they had been attacked by and had shot down He 113s. In reality, of course, the He 113 did not exist, and the result was probably *Der Adler's* most effective propaganda exercise throughout the war.

It is a great pleasure to see an edited selection of articles from the Luftwaffe magazine appearing in book form. Containing mainly features from the bilingual edition, this facsimile reprint is packed with fascinating and revealing information on the Luftwaffe and is a particularly good exposé of Nazi attitudes in World War 2. In fact, a casual browse through will clearly show how a few glib phrases can be cleverly used to distort history, often to the point of absurdity.

For example: 'The war thrust upon us by the British plutocracy has taken a rather different course from what Churchill and his associates dreamt of. The German reprisal raids are rolling ceaselessly over the island kingdom and will continue to do so, until German bombs have prepared the way for a peaceful new order of things in Europe.' While historians I'm sure would take issue with: 'The military occupation of Denmark and Norway anticipated by a few days the invasion of Norway by the British navy, which had actually set out, and thereby undid the thrust at the flank of Germany planned by England.'

Apart from the obvious jingoistic nature of the articles, there is plenty to interest the keen enthusiast. The photographs of aircraft, ranging from the Focke-Wulf FW 190 to the enormous Me 323 Gigant, will intrigue modellers. While the general features on the Luftwaffe are of great historical value; these cover such diverse subjects as a profile of Hermann Göring, aerial photographs of targets, the life of air corps recruits, close-up views of flying clothing, aircraft assembly, the wireless service of the Luftwaffe, the special training for war correspondents, the Luftwaffe in Paris, the Reich Labour Corps, the band of the Luftwaffe, the Reich Air Police, the NS-Fliegerkorps, anti-aircraft defence, paratroopers, ground personnel, and the Bulgarian and Italian air forces.

It is a book I would thoroughly recommend to anyone with a keen interest in German aircraft. And it's good value too.

Overleaf, we have reproduced two typical pages from the book, showing how models were constructed by the Luftwaffe for aircraft recognition purposes. →



Der Unterstand einer Flakstellung (Bild links) ist zur Bastelwerkstatt geworden. Mit den einfachsten Mitteln hat man den engen Raum zweckentsprechend hergerichtet. Das Bett ist eine ideale Sitzgelegenheit, die Bank aber muß gleichzeitig als Hobelbank dienen

Left: The dugout has been turned into a workshop and the confined space has been suitably equipped with the help of very simple means. The bedstead provides an ideal seat, while the bench must do duty as carpenter's bench

Flak bast ihre

Anti-aircraft Gunners as A

Wohl manch einer hat sich schon Gedanken darüber gemacht, wie die Flakartillerie am weiten Himmelsraum ihr Ziel auffindet und wie sie vor allem nun feststellt, ob es sich um eigene oder feindliche Flugzeuge handelt. Wohl stehen den Beobachtungsposten die besten Ferngläser zur Verfügung. Aber unsere Flak schießt weit, und so müssen die Männer erkennen können, ob es sich um feindliche oder eigene Flugzeuge handelt. Da nun die bildlichen Wiedergaben zur Ausbildung nicht ausreichen, hat sich die Flak selbst geholfen und auf Grund vorliegender Abbildungen Modelle gebaut, die maßgerecht sind und genau mit den Originalen übereinstimmen



Zum Bilde links: Der Batteriemaler hat mit Feuereifer die Gelegenheit ergriffen, sein berufliches Können unter Beweis zu stellen

Left: The battery artist has seized the opportunity with red-hot enthusiasm to give proof of his professional skill



a stellt Ziele

ners as Aero-Modellers

Many of us have doubtless wondered how the anti-aircraft defense is able to make out their objectives in the far depths of the sky and, more particularly, how the gunners can tell whether friendly or hostile aircraft are in view. The observation posts are of course equipped with the very best binoculars, but our anti-aircraft guns carry far, so that the crew must be able to recognize whether friendly or hostile aircraft are approaching. Since pictures are not sufficient for their training, the gunners have found a way out of the difficulty by building small models based on the photos and sketches available. These models are built to scale and tally in every detail with the originals



Der Bastlerchef der Batterie in seinem „Laboratorium“. Das Handwerkszeug ist auch erst mit Muhe zusammengetragen worden

The chief modellist of the battery in his "laboratory". The tools have just been collected at great pains



Hier entsteht das Großmodell eines Kampfabschnittes. „Landschaftsbaumeister“ haben Berg und Tal geformt und auch Verteidigungswerke nicht vergessen

A large model of a battle sector is being constructed here. "Landscape architects" have moulded hill and dale, not omitting even the defense works

Zum Bilde rechts: Ein spannender Augenblick — die letzte Kontrolle. Wird das Modell vor den kritischen Augen des Herrn Leutnants bestehen?

Right: A dramatic moment—subjecting the model to a final scrutiny. Will it pass muster under the critical eye of the battery lieutenant?



NEW KITS AND MODELS

Revell 1:72 scale kits

EVEN WITH the appearance of some of the familiar Frog kits under the Novo label, it was still hard to believe that this old-established British manufacturer is no more. But now that some of the kits not taken by Novo have emerged under the Revell label, reality comes home as hard fact. Although many modellers will be sad at the loss of Frog, they will also be thankful that their original moulds live on thus giving newcomers to the hobby the chance to obtain models they have missed.

First releases under the Revell label are mainly of Luftwaffe aircraft which have all been previously reviewed, so it is felt sufficient to say that the old familiar faces now have new boxes from which the Frog method of showing painting instructions in the form of three-view coloured drawings on the back, has gone. This is a great pity as they were, in many respects, much better than the Revell tone drawings with keyed colours from a multi-lingual chart. The kits are: Heinkel He 162A-2/A-3; Fw Ta 152H; Messerschmitt Bf 110G-4/G2; Arado Ar 234 B-2/C-2/C-3 Blitz (complete with a useful Flying Bomb); Dornier Do17Z-2; Dornier Do335A-6/A-12 Arrow and Messerschmitt 410A-1/A-1/U4.

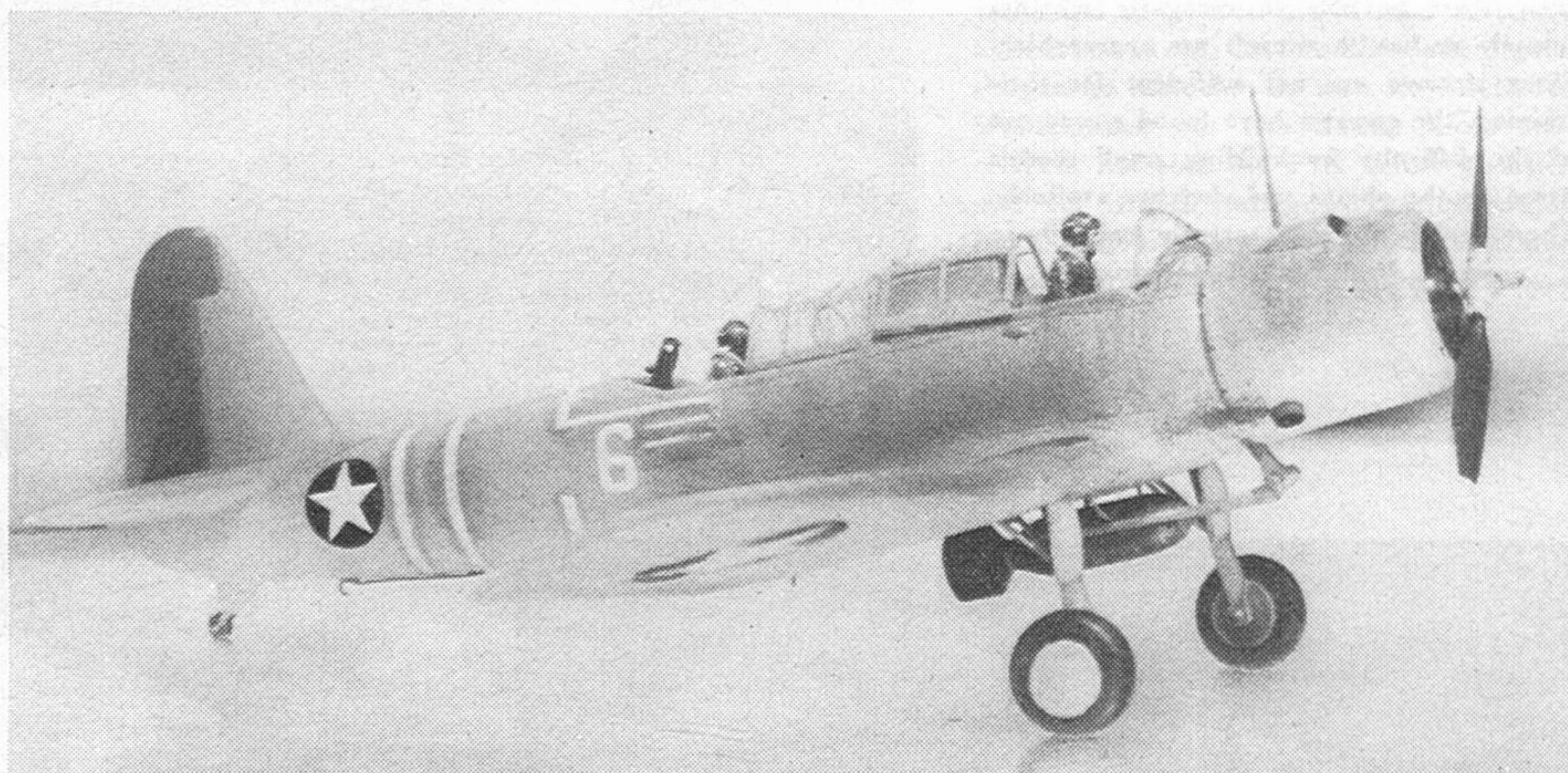
The boxes containing these models illustrate others that were planned for release by Frog, and Revell have wasted no time in putting these on to the market. First is the Heinkel He 115C-1 floatplane, previously only available in vac-form or from Matchbox.

The new kit is in many ways a better offering than the Matchbox model since it does not suffer from over deep control surfaces or over emphasised panel lines. Construction is straightforward and there is a lot of room for the detail enthusiast to practise his art in the cockpit area. Transparencies are clear but the seats are no more than simple 'L' shapes and the least said about the three crewmen, the better. The plastic used is a very light grey, almost off-white, and is flash-free, although our review sample did have one or two shrink marks which needed some attention. Alternative parts for machines of 3/KuFIGr 106 or 1/KuFIGr 906, are provided and the decals, although not exceptional by modern standards, are accurate and in register.

The second new release from Revell will be welcomed by Japanese aircraft enthusiasts as it is a nice rendering of the Mitsubishi A6M2-N Rufe, or, in other words, a Zero on floats.

Prior to the launching of this kit, the Rufe has only been available in 1:48 scale, apart from a rather crude offering from LS which was useful in that it provided parts to convert one of the existing Zero kits. Comparison of this kit with its land-based contemporaries available from Hasegawa is inevitable; it comes out a poor second but on the other hand, can be worked on and result in a good

model. Fidelity of moulding is not good and results in a rather heavy looking Rufe if made straight from the box. The engine cowling has a poor engine moulded as an integral part and removal of this with a view to replacement is not easy. The canopy has very heavy framing as well as the fuselage armament and its associate cowling moulded to it. The latter is of course transparent so careful painting is needed after the application of filler to fair it into the fuselage. One is almost tempted to report that the floats would be better employed on a modified Hasegawa Zero, and no doubt many of them will end up like this. But this would be unfair indirect criticism since the kit can be made into a nice replica. But if you are looking for something nearer the definitive Rufe, you will have to wait until some other manufacturer looks at the aircraft in this scale.



The finely detailed RAREplanes Vought-Sikorsky Vindicator.

is needed in handling and cementing some of the smaller components (those who built the Jungmeister will know what we mean), but the effort is well worthwhile. Overall this is an attractive kit of an unfamiliar (to most British modellers) subject.

RAREplanes Vought-Sikorsky Vindicator

BACK IN 1970 Gordon Stevens (Mr Vac-Form) released a kit of the Vindicator, but this new offering is NOT a re-release; it is a completely new model. The standards set by RAREplanes are now so familiar that they do not need repeating. Naturally the Vindicator follows the usual tradition with its fine detailing — take a look at those rivets on the inboard wing centre-section — and overall accuracy.

The model is formed in a workable thickness of plastic card and includes the usual wealth of cockpit detail, wheels, engine, etc. Gordon tells us that the original kit sold very well and the new one has been produced in response to popular request. So you see it pays to support a man who is prepared to listen to what we modellers want. If you missed this aircraft first time around, don't make the same mistake again.

No markings are included but there are details of a choice of finishes including a

Heller Dewoitine 501

HELLER have recently been catering for the 'stovepipe' brigade in a big way, but they have obviously had one eye at the 'fan-on-the-front' enthusiast, and those who fall into this category, especially if they have a leaning towards the esoteric, will be very liberal with their 'Vive la France' chants, in view of one of the latest releases. The subject chosen is the 1932 vintage Dewoitine 501 or 502 (alternative parts being provided), and Heller have certainly done it justice. The 1:72 scale model captures the rather quaint atmosphere of the period and is certain to have much care and skill lavished on it by those who consider flying died when enclosed cockpits and jet exhausts were born.

Moulded in the usual matt grey plastic the Dewoitine has 41 delicate and superbly detailed components which include alternative propellers as well as wheel spats into which a completely round wheel is inserted. No short cuts here in moulding these parts in one shape-less lump. Decals for two versions are supplied and these show a marked improvement on what has been until now a weakness in this company's kits. A lot of care

Royal Navy Chesapeake which will make an interesting addition to collections of RN aircraft.

Heller Hawker Hurricane Mk 11c

BACK IN 1940 the wreckage of many Hurricanes littered the French countryside as the RAF fought to avert the German advance. As historians know only too well, there might well have been a lot more if those requested by the French government had been sent. Fortunately for the RAF they weren't, but it now seems that the wheel has turned a full circle, for 38 years later a French manufacturer has produced the best 1:72 scale Hurricane to date, and no doubt will be enjoying shipping these in large quantities to the UK.

The Heller Hurricane is beautifully moulded in their now familiar matt grey plastic and builds up into a delightful representation of this popular fighter. It is possible to nit-pick if you want to go to the trouble of finding minor faults, but any new kits should really be compared with previous issues, and in this respect the Heller offering stands out.

MODELTOYS

PLASTIC KIT SPECIALISTS — ASSOCIATE MEMBER I.P.M.S.

MODELDECAL DECALS

1/72 SCALE

All listed sets available:

2. F.4 Phantom (VMFA-531, USMC; 497th TFS, USAF and 767 Sqn., RN).
3. N.A. F-100D Super Sabre (four alternatives in USAF service).
6. U.S. Navy, F4U-1A Corsair, VF-17, SB2C-3 Helldiver, OS2U-3 Kingfisher.
7. RAF Hunter F.6, 14 Sqn.; Phantom FGR2, 6 Sqn.; Meteor F.4, 63 Sqn., and Harrier GR1, 1 Sqn.
10. USAF-S.E. Asia RF-101C, F-105D, A-1H and EC-47N.
19. West German Air Force and Navy, RF-4E Phantom, AG51 or 52, F-84F, Thunderstreak, Jabo 33; RF-84F Thunderflash, AG51; Sea King Mk. 41.
20. H.S. Buccaneer S.2's, 800 and 809 Sqn., F.A.A.; NF-5A Freedom Fighter, 314 or 315 Sqn., Dutch Air Force, and L-20A Beaver, Dutch Air Force.
21. A-4E Skyhawks VMA-311 VA-9A, A-4F Skyhawk, VA-164, Skyraider, VA-65.
22. A-7D Corsairs, 356 TFS, 354 TFW., 49 TFS, 355 TFW., with alternative decals for 357 TFS, 355 TFW., T-33A, 50 TFW., and F-86A Sabre, 116 FIS.
23. Phantom F.G.1, 43 Sqn. Harrier G.R.1A, 3 Sqn. Lightning F.2A, 92 Sqn. All RAF. CF104 Starfighter 421 Sqn. C.A.F.
24. RAF Hunter F.6, 79 Sqn. Phantom F.G.R.2 41 Sqn. Sea Venom F.A.W.21 809 Sqn. Sea Venom F.A.W.21 890 Sqn. F.A.A. Wyvern S.4, 831 Sqn. F.A.A.
25. Lightning F.2A, 19 Sqn., Canberra B(1)8 16 Sqn., Havard T.2B, 500 Sqn. Hunter FGA.9, 45 Sqn. All RAF.
26. Buccaneer S2B, 15 Sqn. Hunter FGA.9, 58 Sqn., Canberra B.2 10 Sqn., Gazelle C.F.S. All RAF-R.N. Gazelle HT2.
27. Canberra T4, 231 OCU, RAF, Cottesmore 1974, Hunter T7, 4TFS, RAF, 1973 (or 56 Sqn, 1962). Phantom FGR.2, 111 Sqn. RAF, Coningsby, 1974. Buccaneer S2A, 208 Sqn. RAF Honington, 1974.
28. Canberra E15, 98 Sqn. RAF, 1974. Hunter T8, 764 Sqn. FAA, 1964. Lightning F3, 29 Sqn. RAF, 1971. Jet Provost T5, 3FTS. "The Swords" RAF Leeming, 1974. (Serials provided to make any one of Team).
29. BAC-SEP Jaguar GR1, 14 Sqn. RAF, 1975. BAC-SEP Jaguar T.2, 14 Sqn. RAF, 1975. Rep. F-84F Thunderstreak, 314 Sqn. Dutch A/F. Rep. RF-84F Thunderflash, 717 Sqn. Norwegian A/F. L. C-130H. Hercules, 721 Sqn. Danish A/F, 1975.
30. G. US-2N Tracker, 320 Sqn. Dutch Naval A/S. G. Javelin FAW.8. Can be finished for either 41 Sqn. RAF or 85 Sqn. RAF, 1963. BAC-SEP Jaguar GR1, 17 Sqn. RAF, 1975. BAC-SEP. Jaguar T.2, 17 Sqn. RAF, 1975. Phantom FGR.2, 29 Sqn. RAF, 1975.
31. H. Fury I. K5673, 1 Sqn. RAF, Tangmere, 1937. B. Bulldog IIA. K2151, 23 Sqn. RAF Kenley, 1932. G. Gladiator I. K8027, 87 Sqn. RAF, Debden, 1938. A.W. Siskin IIA, J8959, 43 Sqn. RAF, Tangmere, 1930.
32. H.S. Sea Vixen FAW.2, XP923, 766 Sqn. FAA, May 1968, or 890 sqn. FAA, Sept. 1968. Additional emblems and part serials included also for machines of 892, 893, 899 Sqn., and R.N.A.Y. Sydenham. Super Mystere B2, E.C.2/12 L'Armee de l'Air, 1971. F-100D Super Sabre, 727 Sqn. R. Danish A/F, 1973. Sepecat Jaguar A or E, 7 Esc. L'Armee de l'Air, 74-75.
33. British a/c post-war serial letters (black), 16 in, 18 in, 20 in and 24 in heights. Examples of types using these sizes: Sabre, Jaguar, Hunter, Lightning, Vampire.
34. British a/c post-war serial letters (black), 30 in, 36 in, 48 in heights. Examples of types using these sizes: Gannet, Mosquito, Phantom, Canberra.
35. British a/c post-war serial numbers (black). To be used with Sets 33 and 34.
36. British a/c post-war fuselage serial letters and numbers (black), 8 in height. Variations in design included to cover various styles. Also includes a few 4 in "Royal Navy", plus 8 in and 12 in dittos, and "Royal Air Force".
37. Phantom FGR 2, 56 Sqn. RAF, 1976, with optional markings for 2 Sqn. RAF, 1971. Sabre F1, 20 Sqn, 2nd TAF RAF, 1955. Mirage 111E.C.2/4, L'Armee de l'Air 1976. CM170 Magister, L'Armee de l'Air, with optional markings included. F-111E, 20th. TFW. USAF Upper Heyford, 1976, as at Greenham Common display.
38. Provost T1, 1FTS. XF559 as Sept. '59 and April '60. F-84F Thunderstreak, 2nd F.B. wing, Belgian A/F, 1956. Mirage M5F, E.C. 3/13, L'Armee de l'Air 1973. S.A. Bulldog T1, London UAS and 2FTS RAF 1974. Vampire FB.9 8 Sqn. RAF. Jaguar GR1, 2 Sqn. RAF, 1976.
39. WW2 British roundels and fin flashes, types A and A1. Type A diameters: 25, 30, 35, 40, 42, 45 inches. Type A1 diameters: 20, 28, 30, 34, 35, 42, 45.5 inches. Fin flash widths: 15, 18, 21 inches.
40. WW2 British roundels and fin flashes, types A, A1, C and C1. Type A diameters: 45, 50 inches. Type A1 diameters: 49, 56 inches. Type C diameters: 40, 63 inches. Type C1 diameter: 54 inches. Type A fin flash widths: 9, 12, 24, 27, 36 inches. Type C width: 54 inches.
41. WW2 British roundels and fin flashes, types C and C1. Type C diameters: 16, 32, 48, 50, 54, 56 inches. Type C1 diameters: 18, 36 inches. Fin flash widths: 12, 24, 36 inches.
42. WW2 British roundels, type B. Diameters: 15, 25, 30, 32, 35, 40, 44, 48, 49, 50, 54, 56, 59, 63, 66.5 inches.
43. F-4EJ Phantom, 302 Sqn. Jap. ASDF plus emblems and serials for 301 Sqn alternative. Jaguar GR1, 41 Sqn. RAF 1977. Jaguar GR1, 20 Sqn. RAF, 1977. F/TF/RF-104G Starfighter, Dutch Air Force, choice from either 306 Sqn, 311 Sqn, 312 Sqn, VlbVKL, or "Dutch Masters". F-84F Thunderstreak, E.C.1/9, L'Armee de l'Air.
44. F-104J/DJ Starfighter, Jap. ASDF, choice from either 202'3'4'5'6 Sqn., Phantom FG.1, 892 Sqn, FAA, 1977, either XV567 "002" or XV568 "003" can be modelled, both with "Silver Jubilee" markings. W.Lynx, Dutch Naval Air Service, 1977. AD4-N Skyraider, choice from Esc.1/20, Esc.1/21, Esc.2/20, L'Armee de l'Air.

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B.C. 45 Expediter	1/72	£1.80
Martin B-10	1/72	£1.80
D.H. Rapide (Domine)	1/72	£1.80

Surface detail is very delicate with accurate panel lines for a 11c of the slightly raised type, and the fabric covered surfaces are a very close representation of the real thing, rather than looking like sack-cloth as they so often do on some kits.

Heller have also had the foresight to include a tropical filter which fits perfectly. Cockpit details consists of an instrument panel, nice seat, control column, gun sight and a tiny rear view mirror. This area can of course be super-detailed and efforts in this direction will not be wasted since the canopy is very clear. This also comes in two sections and can be shown open if the rear cockpit decking is slightly modified.

Trailing edges, undercarriage doors and intake lips are commendably thin but this cannot be said of the oil collector ring behind the spinner which is best thinned down by careful sanding of the fuselage front end before the spinner and propeller is attached.

Decals are, as usual, Heller's main weakness. Those supplied are for a SEAC aircraft of No 1 Squadron Indian Air Force, and a machine of No 253 Squadron RAF. The SEAC blue is too bright and the yellow in the RAF markings suffer from the same defects. This is not too serious a problem as there are many alternative sheets available.

Accurate wheels, cannons, and a tiny foot step, all help to add to the overall air of authenticity, but do not be put off by the inclusion of only the port landing light. It seems that although it was more usual to see this aircraft with such lights in both wings, some did have the starboard one fared over.

At 80p the price is maybe a little high but must be considered comparatively and is in fact good value for money.

RAREplanes Lockheed Vega

JOINING THE Vindicator is the record breaking Lockheed Vega which has recently been released in 1:48 scale by AMT. Although at first glance it looks as though RAREplanes have skimped on external detail, this is not so, as the original was mainly of wooden construction and therefore did not have a surface covered in rivets or excessive panel lines. The fuselage is moulded in clear plastic which makes painting simple, just mask out the windows and cockpit, and spray. This is a welcome kit which has so far been neglected in this scale by the injection moulding manufacturers and if they should now turn their attention to it they will already have a high standard to aim at.

Both the Vindicator and Vega retail at £1.50.

RAREplanes issue an occasional newsletter which always makes interesting reading and invariably includes details of forthcoming kits. In No 2/1977 Gordon Stevens mentions the Fokker G-1 Reaper as a possible 1978 release, and asks for suggestions from customers for future releases. He also mentions his apparent lack of publicity in the modelling press quoting several well-known modellers who frequently work on other vac-form manufacturers' kits. May we just say to Gordon that he should take this as a form of compliment since his kits are usually so far ahead of his competitors that they do not need the amount

of work that would justify a full-length article! Aside from this our own Bryan Philpott used RAREplanes extensively in his book *Making Model Aircraft* published by Patrick Stephens Ltd, which is now enjoying world-wide sales and spreading the RAREplanes' vac-form gospel.

Contrail Fairey 111F, Vickers Vildebeest/Vincent and Fairey Gordon

THESE LATEST 1:72 scale kits from Contrail enable at least six different models to be constructed; three versions of the Fairey 111F, the Fairey Gordon, and either the Vildebeest or Vincent from Vickers. They are of course vac-form models but the producers have now included some injection moulded parts as well as decal sheets.

In each case the shapes are formed on thick plastic card and have acceptable detailing on the wings and tail units. Unfortunately the fuselage mouldings are a little crude in detail, especially the 111F where the simulated fuselage longerons are very 'wavy'. Nonetheless, the kits can be made into convincing replicas of aircraft from a period which up until now has been

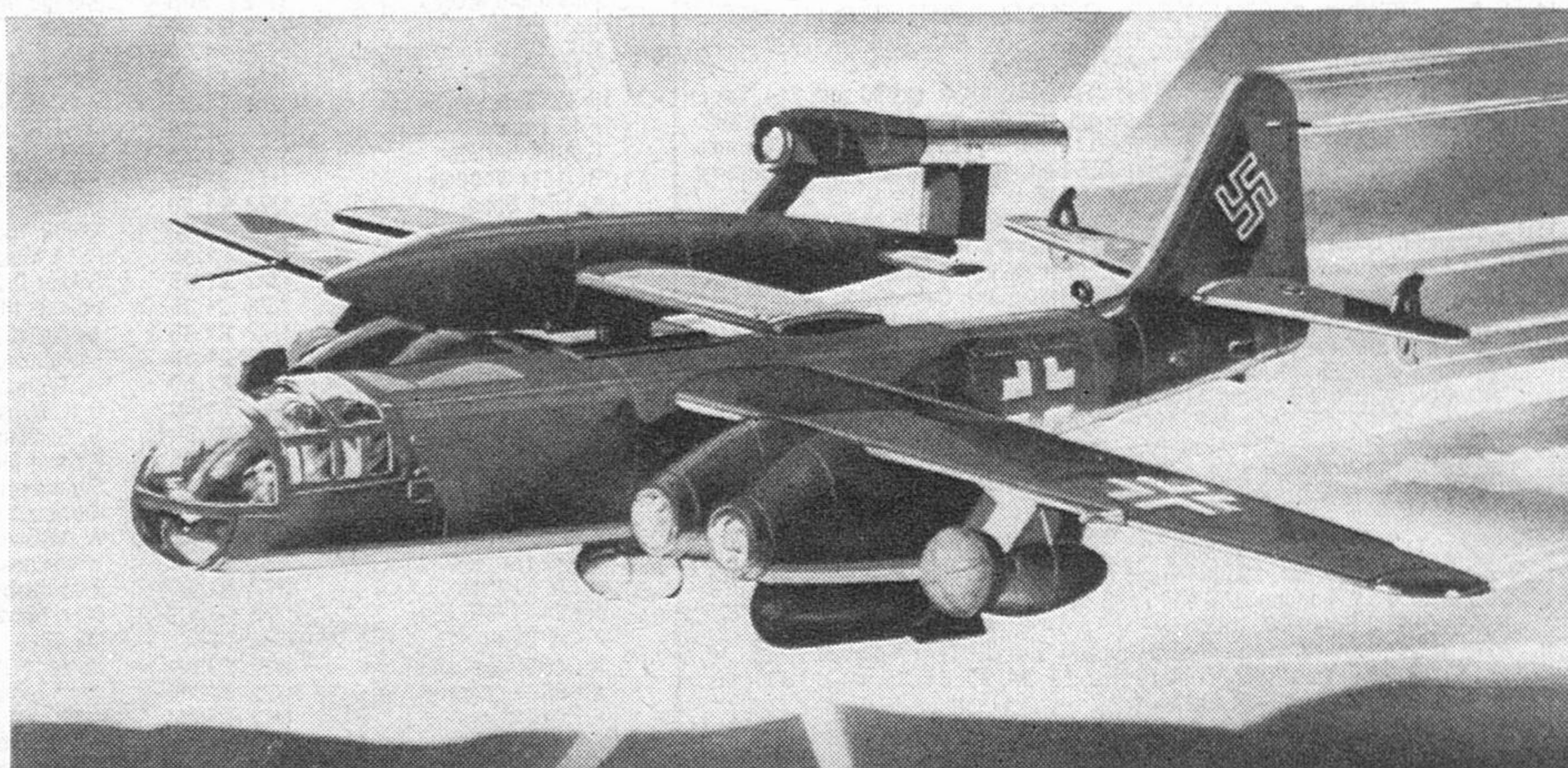
of vac-form kit.

Instruction sheets are nicely printed and the drawings now included are a marked improvement on those to be seen in earlier kits from Contrail, so it is obvious that the company are trying very hard and deserve a lot of support. The Fairey 111F sample we received included Profile No 44 covering the full-size aircraft, but no indication was given as to whether or not this was to be standard practice. Since the box was completely sealed we must assume that the Profile does indeed form part of the kit, in which case Contrail must record a first for initiative.

The decals are nicely printed although in our samples the roundels were way off register, and include alternative markings as shown on the kit drawings. These kits are a most useful addition to the growing range of offerings from Contrail, and are sure to be popular among inter-war biplane modellers.

Heller Dassault-Breguet/Dornier Alpha Jet

THIS IS A delicate model of the French/German aircraft destined to replace the T-33, Mystere IV and G-91, which has only before been available in 1:72 scale from Matchbox.



Above A recent release from Revell, the 'flying bomb' carrying Arado Blitz Ar 234 kit offers a choice of three versions and includes the FL 103 bomb, two 500 lb bombs, one SC1000 'Hermann' bomb and a Walter HKW 109-500-1 'Rato' unit. Price £1.15. **Below** RAREplanes Lockheed Vega in 1:48 scale which retails at £1.50.



neglected by the major injection moulded kit manufacturers.

Although the standard of vac-forming is not as high as RAREplanes or Pamela Veal they do provide the essential parts, and it is particularly gratifying to see the inclusion of struts, undercarriage legs, engines and other components, including propellers, in injection moulded plastic. Many of the components are formed on raised platforms which are helpful when cutting out but some small pieces do present problems; this comment can equally be applied to any type

There are 56 parts which fit together well and result in a very accurate and pleasing model. Cockpit detail is good and the 'bath' into which the seats, instrument panels and control columns fit, makes a useful basis for detailing side consols, etc. Wing tanks and a ventral gun pack are included as are other minor alternative parts which enable either the trainer or combat version to be produced.

As one would expect, the decal sheet provides markings for a German or French aircraft and is well printed with a matt finish.

BOOKS FOR MODELLERS

Aviation

World Military Aviation, by Nikolaus Krivinyi. Published by Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1QQ. **Price £7.50.**

AT FIRST glance this book appears to be rather small for the asking price, but first impressions can be dangerous, and in this case nothing is further from the truth. Between the hard back covers the 231 pages contain a wealth of useful information to the modeller and aviation enthusiast.

The first eight pages contain 128 colour illustrations of insignia carried by the world's air forces and these lead into a detailed section which surveys 135 air forces by equipment, aircraft personnel, major bases and future plans. Those who have been concerned about the apparent reduction of our own RAF in recent defence cuts will be able to spend many useful hours comparing our current strength with those of other smaller and larger nations; the end result is quite frightening, and must surely provide food for thought.

The rest of the book contains technical data of major military aircraft, listing dimensions, weights, performances, armament, first flight dates and production quantities. There is also a section giving the same information about missiles. Both these sections have outline drawings which, in the case of the aircraft are perhaps limited as far as modelling is concerned, but in the case of the missiles provide useful data for those who want to scratch-build different underwing stores for their models.

All in all this is a very commendable effort and well worth the asking price. No serious aviation enthusiast should be without it.

Japanese Army Fighters Part 2, by William Green and Gordon Swanborough. Published by MacDonald & Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW. **Price £2.95** hardback, **£1.75** paperback.

THIS LATEST offering in the *WW2 Aircraft Fact Files* series follows the same useful format as those already published. William Green and Gordon Swanborough have done their usual thorough job in detailing six major Japanese fighters and their derivatives, presenting pen pictures of their development, and operational use. The text is supported by a good selection of clear photographs, and a double page spread containing 14 side view paintings, as well as outline drawings and cut-aways.

Anyone who has found the subject of Japanese aircraft a trifle complicated, and I must admit to being included in this category, will find that careful reading of this book and its companions on the same subject, will help to clear the air. The paperback version is reasonably priced at £1.75 but an additional £1.20 for the benefit of hard covers is asking rather a lot.

Fighting Machines of the World Wars No 1: Stuka. Poster Magazine published by Phoebus Publishing Ltd, London. **Price 38p.**

JUST HOW many more times are we to see the well known drawings by John Batchelor showing the Stuka and its cockpit area in cut-away form. Those reproduced in this new style fold-out poster type publication have been seen at least three times before, and as good as they are, they are now becoming as familiar as the excuses as to why England are no longer a major footballing power.

The poster folds out to reveal a huge cut-away drawing of the Ju 87, then when it is folded in half, hey presto, the same drawing (but smaller) appears again. This time it is supported by three poor colour photographs, and an equally poor side view which is grossly inaccurate in colour.

The other side of the now folded poster devotes one half to the already mentioned familiar cockpit interior and a very banal account headed, *The Stuka Supreme*, which should in itself tell readers of this magazine enough! The 38p asking price is, in my opinion, criminal for something which tells us absolutely nothing and one wonders just how or why publications of this type continue to be marketed. The best polite use if you happen to be given one, is as a covering for the modelling board, where hopefully spilt paint etc will soon place it in the position of obscurity it deserves.

Monogram close-up 13: Aichi M6A1 Seiran, by Robert C. Mikesh. Published by Monogram Aviation Publications Ltd, Massachusetts, USA. **UK Price unknown.**

THIS IS a useful monograph of an aircraft that will be practically unknown to those who have not made it their business to make a detailed study of Japanese aviation. It is well printed and includes some useful colour and black and white photographs. The centre-spread painting by Thomas Hitchcock is nice to look at but of little use to modellers.

The story of this submarine-launched bomber makes interesting reading and author Mikesh has done a good job in relating it. But whether or not sales in the UK will prove profitable depends a great deal on just how many people are prepared to dip into their pocket for this good but slim publication. If you are a Japanese aircraft enthusiast, you will probably part with your money, if not you will almost certainly think more than twice about it.

The Illustrated Encyclopedia of the World's Modern Military Aircraft, by Bill Gunston. Salamander Books Ltd, 27 Old Gloucester Street, London WC1N 3AF. **Price £5.95.**

YOU WOULD EXPECT an aircraft encyclopedia containing 300 full-colour photographs and 256 large-format pages to be at least in the ten-pound range. But Salamander, to their credit have well and truly beaten inflation

with this splendid new reference book, which is priced at only £5.95. Compiled by Bill Gunston, a highly respected journalist well known to aviation enthusiasts the world over, this book is no 'pot-boiler': it is packed with useful data on the world's major combat aircraft from the Mirage F1 to the SIAI/Marchetti SM 1019.

It was probably the right decision to divide the book into aircraft categories rather than by countries. This does enable the combat aircraft of one nation to be compared more easily with those of actual or potential adversaries. Thus there are chapters on fighters, attack/close support aircraft, bombers, reconnaissance aircraft, anti-submarine and maritime patrol, transport and tankers, electronic warfare aircraft, helicopters, trainers and utility aircraft.

Modellers will have a field day with all the colour photographs and, although the drawings do not appear to have been prepared to any particular scale (virtually impossible with a book of this sort), there are dozens of first-class cut-away illustrations, together with masses of three-view and full-colour drawings.

The aeroplanes of all the major nations are featured, but I am sure that it will be the Russian aircraft that attract the major attention, especially the Tu 26 'Backfire', the MiG-25 'Foxbat' and the Mil Mi-24 multi-role helicopter.

Entries for each aircraft include the following data: origin, type, engines, dimensions, weights, performance, armament, history, users, and development. All in all, the layout is attractive and easy to follow.

There is no doubt at all that this is a most important reference book, and one that every aviation enthusiast should have alongside him. I shall guard my copy closely!

Aircraft of the US Navy. Published by Arms and Armour Press, 2-6 Hampstead High Street, London NW3 1QQ. **Price £3.95.**

THIS A4 SOFT cover publication is useful to a degree but the style of writing is so laboured that it becomes a chore to digest. This may be as a result of translation for the book certainly appears to have originated from abroad (possibly Italy?). The excessive use of quotation marks around single words, and on some occasions, complete statements, irritates to a degree that is only exceeded by the method of printing such marks which can best be described as two sets of corporal's stripes on their sides.

Many of the photographs have been seen before, but there are some new ones, and those in colour are particularly useful.

All major aircraft used post war by the US Navy are detailed and there are some good outline drawings as well as a mixture of good and bad coloured plates, although why these should show aircraft of the RNZAF, Israeli Air Force, and other foreign users of aircraft employed by the US Navy, is a little mysterious. Those who already have a collection covering US Navy aircraft will probably not need this book; those who don't will find it useful. But at £3.95 it is rather a lot to ask for what can only be summed up as an indifferent publication. The book is sub-titled *Vol 1 Air Forces of the World* so let us hope that the following volumes will be a little less irritating to read. Surely it is not too much to ask for a book in English to be written or translated into the Queen's English?

LETTERS TO THE EDITOR

Any Subsidy souvenirs?

I WAS MOST interested in Jeff Dorman's piece on Class A Subsidy lorries (September 1977) as I have spent some time researching the same subject as part of a study of the mobilisation of the British Army in 1914. The use of Subsidy schemes and impressment by 'requisitions of emergency' were vital in providing transport (both horse and motor) for the BEF and home service forces.

To further my research I would be delighted to hear from anybody who has examples of subsidy or impressment documentation. Any personal recollections of the collection or impressment of vehicles or horses in August 1914 would be very welcome, as indeed would any memories of the Army preparing for war 63 summers ago.

Peter T. Scott, Sanderstead, Surrey.

More Komet comment

THE SEPTEMBER 'Letters to the Editor' raises the question of who's right about the length of the Me 163. My own belief is that the manufacturer is the best source, rather than either scaling a machine or depending on an earlier kit designer to have done his homework.

Baubeschreibung Me 163 B-0 (Construction description of the Me 163 B-0), published by Messerschmitt AG in August, 1943, is as authentic a source as one can find. It cites the length of the B-0 model as 5.70 metres, or 18.70 feet. The question then is, from what point to what point was that length measured? The only drawing showing the overall dimensions of the B-0 is part of that Messerschmitt report. It shows a dimension of 5.82 metres, measured along the aircraft centreline, between the tip of the generator-drive windmill and the end of the fuselage at the rocket motor exhaust exit.

I assume that the 5.70 metre dimension represents the length of the fuselage either without the generator drive, or the measurement from a theoretical point at the tip of the fuselage lines.

Whether or not all the parts, when assembled, measured 5.82 metres, out to out, is immaterial. Manufacturing tolerances made individual air-

craft vary a bit, but generally less than one inch. But regardless, the engineers who designed the B-0 model wanted it to be 5.82 metres long overall, and that's why they made the drawing that way.

This may clear up the disagreement; on the other hand, it may start another argument. Either way, I enjoy the comments in the letters column, as indeed I enjoy most of the material in *Airfix Magazine*. Thanks for a fine editorial job.

David A. Anderton, New Jersey, USA.

It was just a Whirlwind romance!

CAMPAIGNERS for Equal Rights will no doubt be delighted to learn from the article on the Whirlwind (October issue of *Airfix Magazine*) that a WAAF officer was partly responsible for the destruction of an Arado Ar 196 on 8 February 1941. Or should Brian Philpott or the printers confess to a proverbial slip of the pen?! I refer, of course, to the reference to Flight Officer Hughes instead of Flying Officer Hughes.

Further details of the action of 8 February might be of interest to readers, particularly those wishing to build models of an actual 'dog-fight double'. The Arado mentioned by Brian Philpott was an Ar 196A of Bordfliegerstaffel 5/196 that carried the markings 6W+0N (W Nr 0129). It was being flown by the Staffelfkapitän of 5/196, Oberleutnant Adolf Berger, and his observer, Leutnant zur See Hans-Erich Hirtz, both of whom were killed when their aircraft crashed at 0920 hours off Dodman Point, Cornwall. The successful Whirlwinds were from a Section of four aircraft of No 263 Squadron, one of which, P6969:HE-V, failed to return from the patrol. This, coincidentally, is the aircraft portrayed on page 91 of the October issue.

With regard to the probable undersurface colours of Whirlwind P6985 (depicted on page 92) I would say, from personal memory, that a Sky/black combination is more likely. But memory is a tricky thing and I have no desire to reopen a Duck-Egg Blue/Duck-Egg Green/Sky controversy!

K. G. Wakefield, Barry, South Glamorgan.

Napoleonic symposium

TO MARK THE republication of the classic study of Napoleon's Guard, *The Anatomy of Glory*, this month, Arms & Armour Press have organised a special symposium at the Commonwealth Institute, Kensington High Street, London W8, on Saturday, February 25.

The Anatomy of Glory, by Henry Lachouque and Anne S. K. Brown, has been out of print for many years and is much sought-after by collectors and enthusiasts. Its re-publication, complete with a new Introduction by David G. Chandler, will thus be met with delight by all Napoleonic enthusiasts and wargamers. The publishers have even managed to locate the original colour plates! Price of the book is £14.95.

The symposium, which opens at 9.30 am and finishes at 5.30 pm, will include talks by David Chandler on 'The Napoleonic Art of War' and by Charles Grant on 'The Imperial Guard in Action', plus a showing of the second half of the epic Russian film *War and Peace*, which includes a magnificent sequence of the battle of Borodino.

Space is strictly limited and admission is by ticket only. These are available for £2.50 each from Arms & Armour Press, 2-6 Hampstead High Street, London NW3 1PR.

Sheffield MAFVA

A NEW BRANCH of the Miniature Armoured Fighting Vehicles Association has been formed in Sheffield. The branch meet at 7 pm on the third Wednesday of each month at the Forester's Inn, Division Street (opposite the fire station), Sheffield. Anyone requiring further information should contact Mr A. Nettlehip, 42 Churchill Road, Sheffield S10 1FG, telephone 668641.

Clacton IPMS club

KEEN MODELLERS in the Clacton area will be pleased to hear of the formation of a new branch of the International Plastic Modellers' Society. Further details on membership and dates of the meetings can be obtained from Peter Terry, 6 Olivers Road, Clacton-on-Sea, Essex CO15 3QH.

Texas wargames

READERS IN America may like to make a note in their diaries for March 10-12, when a mammoth miniature and board gaming convention will be held at the Stephen F. Austin Hotel at Seventh and Congress, Austin, Texas. Called 'Texacon', the event will include figure and diorama competitions in addition to wargame tournaments plus trade dealer stands and uniform and militaria displays. For further information telephone Dan Kagan, (512) 926-4321 or write to: Texcon, PO Box 12385, Austin, Texas 78711.

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- 32-33 Messerschmitt Me 163 and Me 262 (4) 163 of II/JG400, 262 of JG7, Galland, Czech
- 32-34 Messerschmitt Bf 109G (3) Finnish AF, Bulgaria, Swiss A.F.
- 32-35 F-4J Marines (2) VMFA-232 'WT', VMFA-251 'DW'
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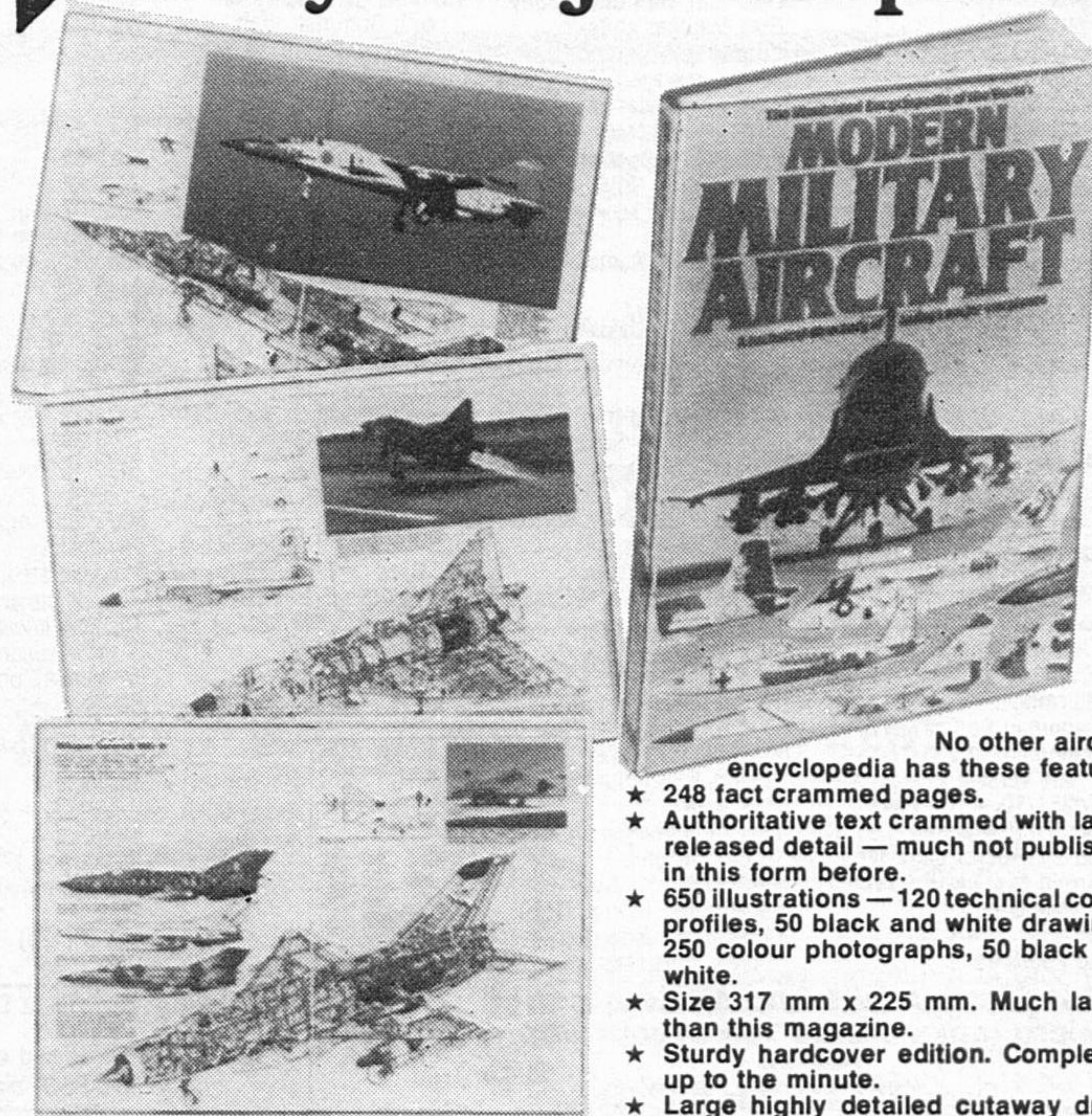
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SdKfz 11
SdKfz 7
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Pak 38 + crew
Pak 40 + crew
Pak 43/41 + crew
Pak 43 on cruciform trail
+ crew
7.62 Pak 36(r) + crew
10.5 cm howitzer + crew
15 cm howitzer + crew
17 cm howitzer + crew
8.8 Flak 37 + crew
7.5 cm G36 mountain gun
+ crew
7.5 cm infantry gun
15 cm inf. gun + crew
Nebelwerfer + crew
Karl tracked mortar (15p)
German standing gun
crew separately (8p)

German kneeling gun crew
separately (8p)
Mountain gun crew
separately (5p)
Rommel personality set
with Rommel, staff
officer, despatch-riders
and half-track (25p)
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Fw 190 D (12p)
Ju 87 B (15p)
Hs 129 (15p)
MeBf 110 (15p)
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Gotha glider (25p)
Me 163 (12p)
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Locomotive (30p)
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(20p)
Flat car for mine defence
(10p)
Panzerdraine rail patrol
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Curved track (8p)
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T34/76B
T34/76C
T34/85
KV1
KV2
SU85
SU100
T28 (12p)
T35 (15p)

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ISU 152
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BA-10
BA-32
BA-64
T-70
GAZ-AAA
GAZ-60
JAG-12
GAZ-67 (6p)
Katyusha on Studebaker
Katyusha on GAZ
M42 45 mm AT + crew
M41 57 mm AT + crew
M44 100 mm AT + crew
M39 76.2 mm field gun +
crew
M31/37 122 mm field gun
+ crew
M38 152 mm howitzer +
crew
M31 203 mm tracked
howitzer + crew
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crew separately (8p)
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SU76
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MG's
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M26 Pershing
M7B1 Priest
M12 155 mm SP
M3 half track
T19 105 mm GMC
M3 75 mm GMC
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Greyhound M8
Studebaker 2 1/2 ton truck
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M4 High Speed Tractor
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DUKW
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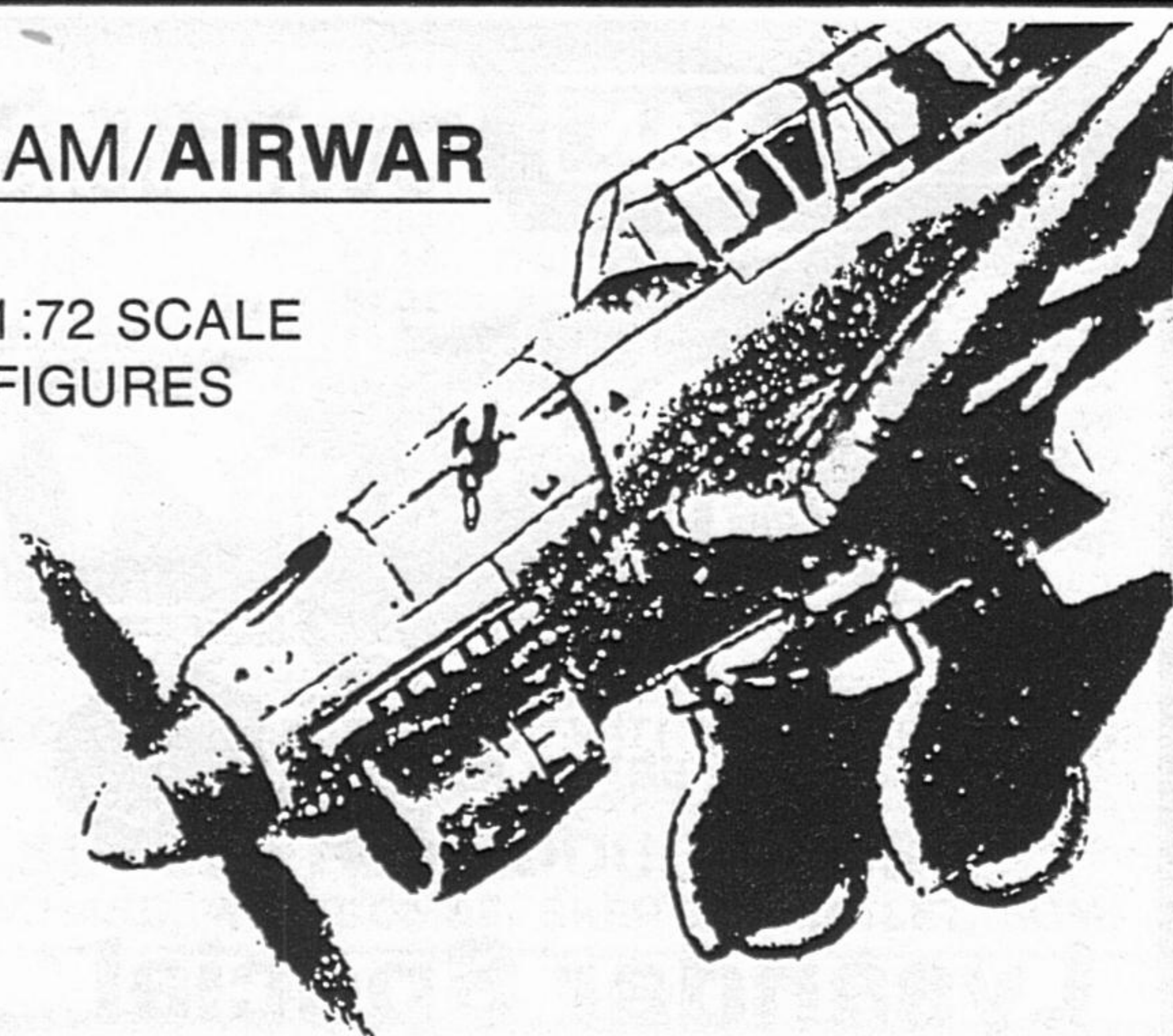
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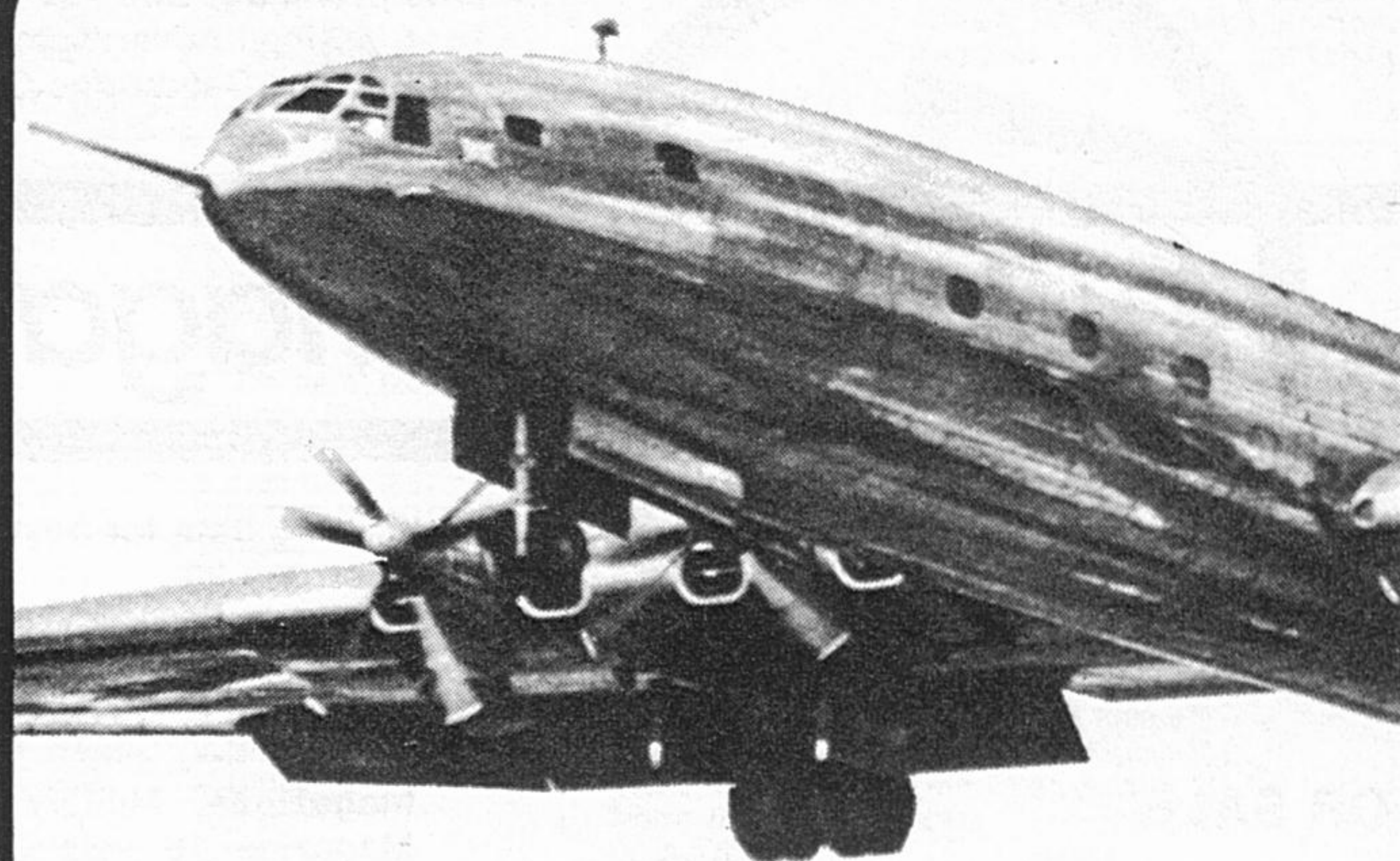
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Mustang</td><td>£1.50</td></tr><tr><td>6 Kittyhawk I-IV</td><td>£1.50</td></tr><tr><td>9 Spad Scouts VII-XIII</td><td>£1.50</td></tr><tr><td>10 P-38 Lightning</td><td>£1.50</td></tr><tr><td>29 Nakajima Ki84A/b Hayate</td><td>£1.50</td></tr><tr><td>32 Kawasaki Ki 48</td><td>£1.50</td></tr><tr><td>35 Nakajima Kushu</td><td>£1.25</td></tr><tr><td>43 Messerschmitt Bf.109 B-G</td><td>£1.25</td></tr></table> <div>AIRFIX 1/32 Scale</div> <table><tr><td></td><td>Was</td><td>Now</td></tr><tr><td>M.3 Lee</td><td>£2.40</td><td>£1.75</td></tr><tr><td>155 mm Howitzer</td><td>£2.05</td><td>£1.75</td></tr></table> <div>MATCHBOX</div> <div>Provost T/Mk 1 P-40N Warhawk Hawker Tempest Brewster Buffalo Dassault Mirage F-86A/5 Sabre HS 1182 Hawk Gloster Gladiator Siskin IIIA</div> <div>Were 40p Now 30p</div> <div>Beaufighter Mk X Swordfish Mk I/III Do. 28 Skyservant Walrus Mk 1 Buccaneer S2B HS 125/600 Lightning F-6/2A</div> <div>Were 68p Now 55p</div> <div>Panzer III Ausf L</div> <div>Was 40p Now 30p</div>		Was	Now	Tribal Class			Destroyers	£1.25	75p	The Flying Navy	£1.75	£1.25	British Army in the American Revolution	£1.50	75p	Austro-Hungarian Infantry 1914-18	£1.75	£1.25	Political Leaders of the NSDAP	£1.75	£1.25	The King's Hussars (the 15th)	£1.00	50p	Coldstream Guards	£1.50	£1.00	American Soldiers of the Revolution	£1.50	£1.00	The Foot Guards Regiments 1880-1914	£1.25	75p	British Hussar Regiments 1805-1914	£1.50	£1.00	The Life Guards	£1.25	75p	Airfix Magazine Annual No 6	£2.50	£1.85		Now	3 N.A. 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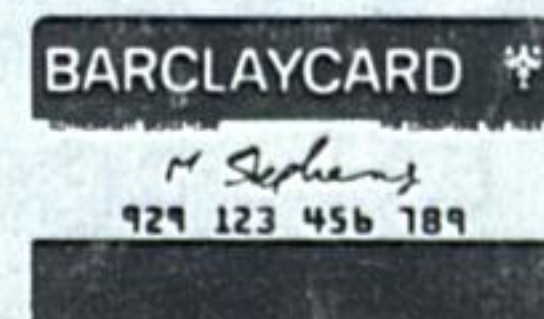
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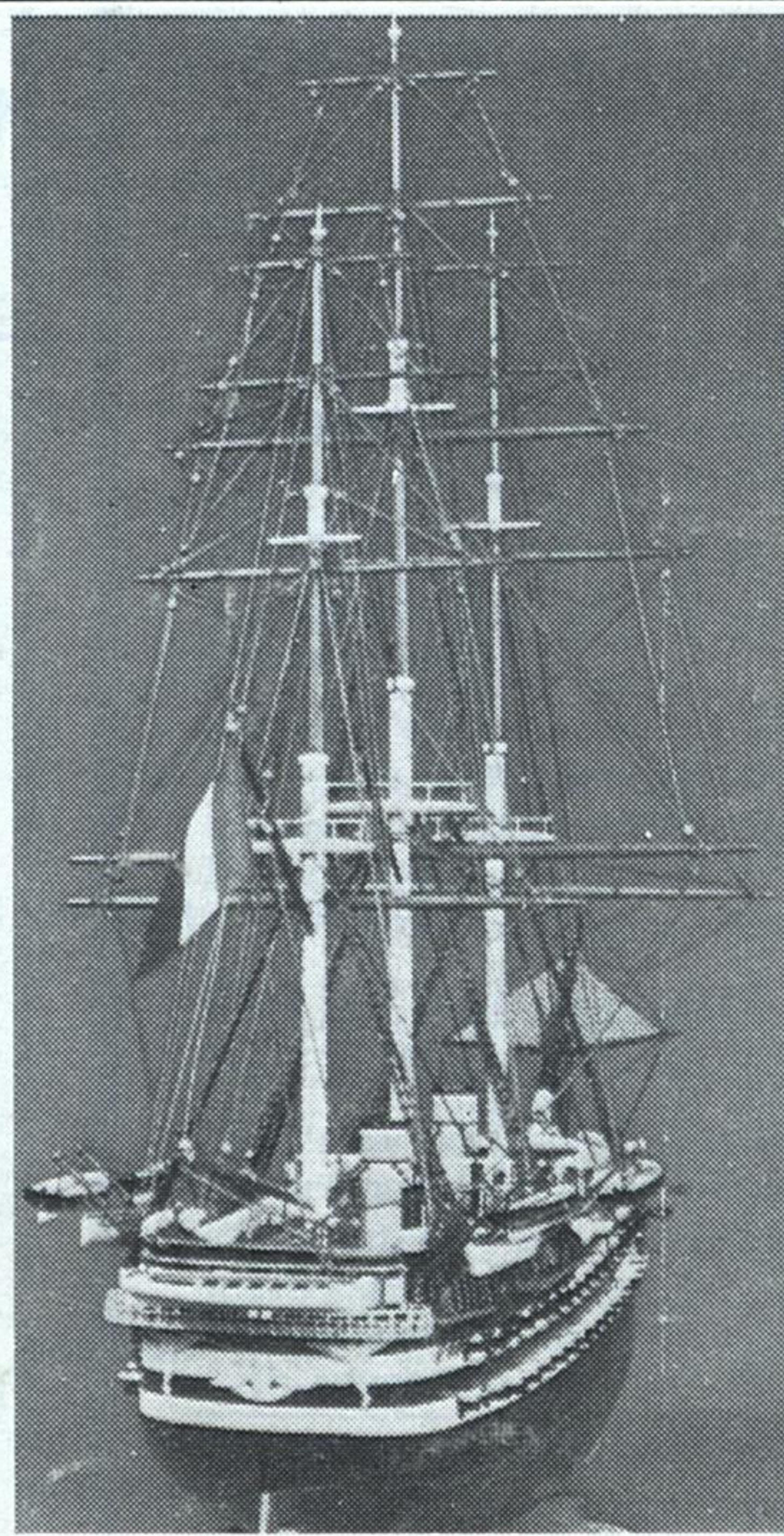
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